

# GRAIN DEALERS' JOURNAL

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# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## AMARILLO, TEX.

Early Grain & Hay Co., wholesale grain, hay, seed.

## ATCHISON, KANS.

Blair Mfg. Co., sellers of feed from grain products.  
Corn Belt Grain Co., recvs. and shippers of grain.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## BALTIMORE, MD.

Baltimore Commission Co., grain, commission.  
Blackburn & Co., C. P., grain, exporters.\*  
Boylan & Son, J., dealers in field seeds.  
Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fisher & Co., John T., grain receivers and expts.\*  
Hammond, Snyder & Co., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Hertz & Son, Gustav, grain, seeds, hay.  
Johnston Co., Thos., grain, hay.\*  
Jones & Co., H. C., grain and hay.  
Kilwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Munger & Co., J. A., grain, seeds, hay.\*  
Miller Co., Louis, grain, hay, and expts.\*  
Pitt Bros. & Co., receivers and exporters.\*  
Richards, E. F. & Co., grain commission.  
Robinson & Jackson, grain receivers.\*

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Elev. Co., grain, feed shippers.

## BLOOMINGTON, ILL.

Baldwin-Walker-Tankersley Co., brokers, car lots.

## BOSTON MASS.

Alpine McLean Co., The, hay and grain.  
Buss Co., H. L., hay and grain commission.  
Crossey, Fred L., hay, grain, millfeed comm.  
Eddy, Inc., C. F. & G. W., grain and hay.  
Faulstich, S. E., grain and millfeed.  
Heathfield & Son, T. D., hay and grain brokers.\*  
Phelps Bros., grain, hay, straw.  
Ranlet Co., The D. V., grain and millfeed.  
Ronald, Thos., domestic and export broker.  
Soper & Co., J. E., wheat, corn, oats.

## BOZEMAN, MONT.

Beneppe-Berglund Grain Co., Mont. oats and barley.

## BUFFALO, N. Y.

Alder & Stofer, grain commission.  
Buffalo Cereal Co., grain.\*  
Burns-Yantis Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.  
Electric Grain Elevator Co., grain buyers.\*  
Gaulther, Wm. B., salvage grain.  
Glad & Co., Geo. H., grain, millfeed.  
Globe Elevator Co., grain commission.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley W., barley.\*  
Pratt & Co., grain commission.  
Ratliffe, S. M., grain and hay.  
Robins Bros., grain receivers and shippers.\*  
Townsend-Ward Co., grain commission.  
Waters, Henry D., grain commission.  
Wohlers Grain Co., grain, millfeed.

## CAIRO, ILL.

Artrim & Co., H. S., grain and hay.\*  
Cairo Milling Co., buyers of wheat.  
Cunningham, Chas., grain receiver and shipper.  
Halliday Milling Co., H. L., grain.\*  
Redman, Mace & Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IOWA.

Jackson Grain Co., grain buyers, shippers.  
White Cereal Co., T. G., wheat wanted.

## CHATTANOOGA, TENN.

Bald Co., C. R., grain, grain and cow peas.  
Cook & Ballard, brokers.  
Sheelton Grain & Feed Co., grain, hay, feed.  
Thomasson, J. T., corn, wheat, oats, cowpeas.

## CHICAGO, ILL.

Anderson & Co., W. P., grain commission.\*  
Armour Grain Co., grain, buyers.\*  
Armstrong, B. S., grain commission.  
Bailey & Co., E. W., grain commission merchants.\*  
Bennett & Co., Thos., receivers, shippers.\*  
Bentley, G. S., grain commission.  
Bogert, Matthy & Co., commission merchants.\*  
Burns-Yantis Grain Co., receivers, shippers.  
Cooke, M. E., grain commission merchant.  
Crighton & Co., grain commission.\*  
Dickinson Co., The Albert, seeds.

## CHICAGO—Continued.

Dole & Co., J. H., grain and seeds.\*  
Doyle Bros., hay and grain.  
Emore, E. W., grain buyer, shipper.  
Ewin & Co., W. C., grain buyers and shippers.\*  
Finney, Sam., commission.\*  
Fraser Co., W. A., grain commission.\*  
Freeman Bros. & Co., grain, hay, straw.  
Ginsberg & Co., grain, seeds.\*  
Gately Bros., grain and provisions.  
Hooper Grain Co., receivers, shippers.\*  
Hunter, W. W. & O. L., grain and feed.\*  
Lake & Co., W. H., commission receivers.  
Lambson Bros. & Co., consignments solicited.\*  
Lynch & McKee Co., grain commission.  
McKenna & Rodgers, grain and commission.  
Merchants Grain Co., commission merchants.\*  
Merritt & Co., W. H., grain, seeds.\*  
Norris & Company, grain merchants.  
Paynter, H. M., grain commission.\*  
Pearcy Grain Co., receivers, shippers.\*  
Perkins & Co., W. H., grain and commission.  
Pringle, Fitch & Co., W. E., Mitchell, Mar.\*  
Rag & Son, Henry, barley specialists.  
Repta Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rumsey & Company, grain commission.\*  
Sawyer, A. R., grain commission.\*  
Schaffin & Co., F. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, James & Co., grain and field seeds.  
Stevens & Co., Chas. N. Y. stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.\*  
Van Ness, Gardner H., grain commission.  
Wagner, E. W., receiver and shipper.\*  
Walters Bros., grain, hay, seeds.  
Ware & Leland, grain, seeds.\*  
Wells & Co., T. E., grain commission.\*  
Winans, F. E., grain and seeds.\*  
Wright & Co., John F., grain commission.

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.\*  
Brown & Co., H. W., grain and hay.\*  
Brown & Co., W. L., receivers and shippers.  
Consolidated Grain & Hay Co., grain, hay.  
Early & Bondel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Forger & Co., August, grain, hay, millfeed.\*  
Interstate Grain Co., receivers and shippers.\*  
Standard Hay & Grain Co., grain and hay.\*  
Union Grain & Hay Co., grain and hay.\*  
Weidner Co., The Sam W., grain, hay, flour.\*

## CLEVELAND, O.

Abel Bros., hay and grain.  
Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Schmidt, H., grain, hay, straw.\*  
Shaw Bros. Elev. Co., The, grain, hay, straw.  
Star Elev. Co., receivers grain, hay, straw.  
Strass & Co., H. M., grain, seeds, hay.\*  
Union Elevator Co., grain, hay, straw.\*  
Williams Grain Co., The Edward A., recvs., shps

## COLORADO SPRINGS, COLO.

Seldonsbridge Grain Co., grain dealers.

## COLUMBUS, O.

McAlister & Co., Jas. P., grain and hay.  
McCord & Keller, grain and hay.\*  
Seeds Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Masley & Co., grain and hay distributors.

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR ILL.

Baldwin & Co., H. I., grain dealers.\*  
Dumont, Roberts & Co., grain.

## DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.\*  
Ayers Merc. Co., The F. C., grain and hay.  
Best & Co., J. D., grain and hay.  
Cash Commission Co., grain and hay.  
Crescent Mill & Elev. Co., flour and grain.  
Empire Feed & Fuel Co., hay and grain.  
Harrington-Plumer, More, Co., grain and hay.  
Hungarian M. & E. Co., hay and grain.  
Longmont Farmers Mill & Elev. Co., flour, grain.  
Thompson Merc. Co., W. E., hay and grain.

## DETROIT, MICH.

Carson, Craig & Co., commission merchants.  
Dumont, Roberts & Co., receivers, shippers.  
Lapham & Co., J. S., recvs., & shippers of grain.

## DULUTH, MINN.

Ritch, J. S., dealer in grain, flour, millstuffs.  
Turle & Co., grain commission.

## ENID, OKLA.

The Enid Wholesale Grain Co., grain.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEXAS.

Kolp, E. R. & D. C., grain and seed dealers.

## GALVESTON, TEX.

\* Fordman, J. S., grain commission merchant.  
Jackson, Davidson & Co., grain, hay exporters.  
Wierodt Grain Co., wholesale grain elev. facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HARRISBURG PA.

Harrisburg Feed & Grain Co., grain, feed, hay.\*

## HOUSTON, TEX.

Ervine & Co., J. E., grain, hay receivers.  
South Texas Grain Co., wholesale grain dealers.

## INDIANAPOLIS, IND.

Bassett Grain Co., The, grain and commission.\*  
Bradford & Son, J. M., grain merchants.  
Cooper & Oddy, grain and hay commission.  
Finch & McComb, grain commission.  
Jordan & Montgomery, grain and commission.  
Kinney, H. R., receiver and shipper.\*  
Riley & Co., W. J., grain and feed.  
Shawell, C. A., grain, flour, commission.  
Star Elevator Co., grain and hay commission.  
White Bros. Grain Co., grain and commission.

## JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.\*

## JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.  
Southgate & Co., T. S., grain and hay.

## JERSEY CITY, N. J.

Long Dock Mills & Elev. grain and hay.

## KANSAS CITY, MO.

Adams Grain Co., Geo. A., commission.\*  
Bench-Rever Grain Co., grain receivers.  
Bragg, E. G., grain commission merchant.  
Davis & Co., A. C., grain commission.  
Ernst-Davis Grain Co., commission.\*  
Fowler Commission Co., receivers and shippers.  
Goffe & Carkeener, recvs. and shps. of grain.\*  
Hinds & Lind Grain Co., receivers, shippers.\*  
Missouri Grain Co., grain receivers.  
Moore-Lawless Grain Co., grain receivers.  
Moss Grain Co., barley a specialty.  
Norris Grain Company, commission, recvs., shps.  
Peterson-Lathrop Grain Co., commission merchants.  
Roush-Carey Grain Co., grain, flour, millfeed.  
Simonds-Shields Grain Co., grain and seeds.  
Smith & Son, J. Sidney, receivers, shippers.  
Steele & Co., H. H., grain and seeds.  
Thresher-Fuller Grain Co., grain commission.  
Tomlin Grain Co., J. H., kafir corn.  
Vanderslice-Lynde Co., grain commission.  
Waldron Grain Co., receivers and shippers.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KNOXVILLE, TENN.

East Tenn. Feed Co., recvs., shps., hay, grain, feed.  
Prosser, Brown, broker.

## LA FAYETTE IND.

Helmiller, F. G., grain shippers.

## LEXINGTON, KY.

Brent, Inc., C. S., grain and seeds.  
Frost, David C., grain, seeds and hay.

## LOUISVILLE, KY.

Bingham-Hewett Grain Co., recvs. & shps., grain.\*  
Brandels & Son, A., receivers and shippers.\*  
Callahan & Sons, electric elev., recvs. of grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Osear, hay and grain.  
Schuff & Co., A. C., grain and hay.\*  
Thomson & Co., W. A., grain receiver.  
Verhoff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## LYNCHBURG, VA.

Peters, McHenry, grain and hay brokers.

## MEMPHIS, TENN.

Brode & Co., F. W., cottonseed meal.  
Buchanan & Co., R. B., grain, hay, feed.\*  
Clarke, Burke & Co., grain and hay commission.  
Davis & Andrews Co., grain dealers.\*  
Edgar Grain Co., J. B., receivers and shippers.\*  
Hasenwinkle Co., H. J., grain and hay.\*  
Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.\*  
Pease & Dwyer Co., receivers and shippers.\*  
Wade & Sons, John, grain and hay commission.\*  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., broker, grain and millfeed.

## MIDDLEPOINT, O.

Pollock, H. G., track buyer, ear corn a specialty.

## MILWAUKEE, WIS.

Bell & Co., W. M., grain and seeds.  
Bartlett & Son Co., L., grain commission.\*  
Donohue, P. P., grain, feed, mlg, wheat a spity.  
Fagg & Taylor, grain merchants.  
Hottelot Co., barley, rye and feed.  
Jahns, Jr., Co., H., commission grain, hay, feed.  
Kamm & Co., P. C., barley and rye.\*  
Lull & Co., Chas. R., grain commission.\*  
Wissbeck & Co., Henry, grain recvrs. and shippers

## MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Cargill Elevator Co., field seeds.  
Cooper Commission Co., receivers, shippers.  
Davies & Co., F. M., grain commission.  
Getchell-Tanton Co., grain commission.  
Ingold, P. M., grain commission merchant.  
McDonald & Wyman, grain commission.  
Minnesota Grain Co., grain commission.\*  
McIntyre-Frelich Co., grain commission.  
McGuire-Arwood Co., grain commission.  
Randall, Gee & Mitchell, grain commission.  
Van Dusen-Harrington Co., commission.\*  
Welch Co., E. L., grain commission.

## NASHVILLE, TENN.

Harsh & Co., Alex. C., receivers and shippers.  
Hughes Warehouse & Eltr. Co., grain.  
Kendrick-Roan Grain & Eltr. Co., recvrs., shprs.\*  
McLemore Grain Co., grain.\*  
Miller & Co., grain commission.\*  
Wilkes & Co., J. H., recvrs. and shprs. grn., hay.\*

## NEWARK N. J.

Smith & Wallace Co., J. C., recvrs., shippers.

## NEW ORLEANS, LA.

Barr, R. J., export grain broker, forwarding agt.  
Leonhardt & Co., A. F., grain and hay.\*

## NEW YORK CITY.

Bradshaw Co., popcorn and cereals.  
Clearman & Stenson, buyers of cash grain.  
Cushing & Beandt, grain and cotton seed oil.\*  
Forbell & Kipp, grain commission.\*  
Hebert, Martin S., broker and comsn. merchant.  
Jones & Morey Co., grain brokers.\*  
Morris & Co., Chas. B., grain, feed, hay.

## NEW YORK CITY, Continued.

Keusch, Otto, off grade grain, grain broker.\*  
Ramey, Charles C., grain, hay, feed.\*  
Reinhardt & Co., Geo. N., grain and hay.

## NORFOLK, VA.

Powers, L. W., corn, oats, hay, feed broker.

## OKLAHOMA CITY, OKLA.

Clark Grn. Co., H. C., grain commission.  
Kolp, E. R. & D. C., grain and seed dealers.

## OMAHA, NEB.

Bawsher Co., The, grain receivers.  
Cavers Elevator Co., receivers and shippers.  
Chambers, W. H., grain broker.\*  
Conrad, J. H., grain, established ISS4.  
Huntley, E. E., grain commission.  
Johnson & Co., Geo. C., commission merchants.  
Lyons & Son, Geo. H., receivers and shippers.  
Merriam & Holmquist Co., recvrs. and shippers.  
Nebraska Hay & Grain Co., gen. grain dealers.  
Nebraska-Iowa Grain Co., receivers and shippers.  
Niswonger, C. E., grain broker.  
Roberts Grain Co., grain commission.  
Thompson Grain Co., grain dealers.  
Transmississippi Grain Co., receivers and shippers.  
Uplike Grain Co., grain dealers.  
Weekes Grain & L. S., commission merchants.  
Welsh-Paddock Co., grain merchants.

## PEORIA, ILL.

Bartlett Company, S. C., grain commission.\*  
Miles, P. B., & C. C., grain commission.\*  
Roberts, Moschel & Mosiman, grain commission.\*  
Tyng, Hall & Co., grain commission.\*  
Van Tassel Grain Co., receivers, shippers.\*

## PHILADELPHIA, PA.

Baringer, M. F., grain and mill feed.\*  
Buckley & Co., J. M., receivers and shippers.  
Clevenger, S. J., buyer and commission.  
Delp & Co., Edmund E., grain receivers.\*  
Dunwoody Co., Edl., flour, grain, feed.\*  
Edenborn, Harry M., grain broker.  
Fraser, C. C., grain broker.  
Killpatrick & Co., John A., grain, hay, straw.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.  
Rosenkrans-Snyder Co., grain and mill feeds.  
Richardson Bros., grain, flour, millfeeds.  
Rogers & Co., E. L., grain, hay.\*  
Stiles, A. Judson, grain and millfeed.  
Walton Bros., grain and feed.\*  
Wollman & Co., S. C., receivers and shippers.\*

## PIQUA, OHIO.

Kress, Harry W., track buyer grain, hay, straw.\*

## PITTSBURG, PA.

Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Graham & Son, Jas., grain, hay, millfeed.  
Herb Bros. & Martin, grain, hay, feed.  
McCaffrey's Sons Co., Daniel, grain, hay.\*  
McCague, R. S., grain, hay.\*  
Morgan & Co., H. G., ear corn and hay.\*  
Morton Grain & Hay Co., grain, hay, feed.\*  
Stewart, D. G., Geldel, grain, hay, feed.\*

## PORTLAND ME.

Merrill, Edward P., grain broker.

## RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

## RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
Bragg, W. G., wholesale broker, grain, hay, feed.  
Fairbank & Co., S. G., grain, hay, seeds.

## SAGINAW, MICH.

Carr Co., The H. W., shprs. oats, rye, hay.

## SAVANNAH, GA.

Browder & Haym, brokers, grain, hay.

## SIOUX CITY, IOWA.

Central Grain Co., grain merchants.  
Shepherdson Co., M. T., grain dealers.

## ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.  
Frederick Grn. Co., J. L., recvrs. shprs. grn, hay.  
Gordon, T. P., grain dealer and broker.\*

## ST. LOUIS, MO.

Byrne & Co., Daniel P., grain, hay, seeds.\*  
Connor Bros. & Co., grain commission.\*  
Goffe & Carkner Co., grain commission.  
Green Com. Co., W. L., grain.\*  
Mullally Com. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Orthwein Grain Co., Wm. D., grain.  
Picker & Beardsley, grain and grass seed.\*  
Seale Brothers Grain Co., grain.  
Slack-Fuller Grain Co., grain commission.

## SPRINGFIELD, ILL.

Bairnerd, James L., grain buyers and shipper.

## TERRE HAUTE, IND.

Bartlett, Kuhn & Co., receivers and shippers.\*

## TOLEDO, O.

Barnes Grain & Comsn. Co., grain, seeds, hay.  
Coon Grain Co., The, J. J., grain and seeds.\*  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
McCabe Grain Co., grain and seeds.  
Merrell Co., The, seeds only.  
Morehouse & Co., W. H., grain and seeds.  
National Milling Co., cash buyers wheats.\*  
Paddock-Hodge Co., The, grain, seeds.\*  
Rundell & Co., W. A., grain, seeds.\*  
Southworth & Co., grain commission.\*  
The Toledo Field Seed Co., clover, timothy.  
The Toledo Salvage Co., salvage grain.  
Wickenheiser & Co., John, grain, millfeed.\*  
Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KAN.

Gall, J. E., strictly commission business.  
Jolley & Blanchard, grain merchants.

## VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

## WEST CHESTER, PA.

King, Jas. L., shipper grain and feed.\*

## WICHITA, KANS.

Gaunt Grain Co., The C. B., grain, seeds.  
Kolp, E. R. & D. C., grain and seed dealers.  
Norris Grain Company, commission, recvrs., shprs.  
Robb, J. C., milling wheat and consignments.  
Thompson, H. C., alfalfa meal.  
Tri State Grain Co., grain, seeds, feed.

## WINNIPEG CAN.

Norris & Company, grain merchants.

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Minneapolis Duluth Kansas City

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GRAIN COMMISSION  
MINNEAPOLIS, MINN.  
Consignments Solicited. Prompt Returns  
Guaranteed.

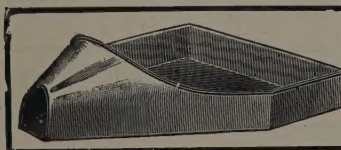
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GRAIN COMMISSION  
MINNEAPOLIS AND DULUTH  
Consignments Solicited

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**GRAIN SAMPLE PAN** For Examining Samples of  
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Will not Rust or Tarnish  
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GRAIN DEALERS JOURNAL, 255 La Salle Street, CHICAGO



# KANSAS CITY BOARD OF TRADE MEMBERS

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Good Milling Wheat  
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**GRAIN COMMISSION MERCHANTS**

Consignments and future orders solicited.  
KANSAS CITY, MO.

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GRAIN COMPANY**

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COMMISSION MERCHANTS**  
 KANSAS CITY, MO.

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 Have had years of experience in selling grain,  
know how to get top prices. Your interests  
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We appreciate the courteous treatment we have received during the past year by the trade; the hearty reception given our Red Letter. We only ask that after the Holiday Season is over, and you have settled down to work with renewed energy that you just remember.

**J. F. ZAHM & CO.**  
 FRED MAYER TOLEDO, O. FRED JAEGER

## NEW YORK PRODUCE EXCHANGE MEMBERS

**FORBELL & KIPP**  
 COMMISSION MERCHANTS  
 GRAIN, MILL FEEDS, HAY  
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 Consignments Solicited  
 342 Produce Exchange, NEW YORK CITY

**FORWARDING**  
 Special attention to Ocean shipments. Years of practical experience for leading European Grain Shippers. Best results assured. Every assistance given to Western Exporters.  
**MARTIN S. HERBERT**  
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Chas. B. Morris Established 1870 Chas. J. Leward  
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 GRAIN, FEED, HAY AND STRAW  
 Foot 131st Street, HUDSON RIVER, N.Y.  
 Storage capacity, 125 Cars. Liberal advances made on all consignments. Members N. Y. Produce Exchange and National Hay Association.

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 Grain and Cotton Seed Oil  
 Liberal Advances on Consignments  
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 Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14 1/4 in.  
 No. 40 contains spaces for 9,000 cars, \$1.50  
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**GRAIN DEALERS JOURNAL**  
 255 La Salle Street Chicago

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Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



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It is no speculation to ship us your grain. It's a sure thing you will be satisfied.

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We are always in the market for sample lots of wheat, barley, etc., and all kinds of grain and feed. We are looking for salvage and damaged lots of wheat. Send samples.

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Established 1876  
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Nashville, Tenn.  
CONSIGNMENTS SOLICITED

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**HARRISBURG FEED & GRAIN COMPANY**  
— ORGANIZED 1901 —

**JAMES W. BARKER, Manager**  
HARRISBURG, PENNSYLVANIA  
— GRAIN—FEED—HAY—STRAW —  
Car Lots Only  
Our manager has been buying grain in Pennsylvania since 1886

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Incorporated  
**GENERAL GRAIN MERCHANTS**  
Receivers-Shippers  
Correspondence and Consignments Solicited.  
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GRAIN  
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Connection wanted with a good roller oats mill

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Brokers and Manufacturers Agents  
Grain and Grain Products  
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### THE UNION ELEVATOR CO.

Buyers and Shippers of  
**Corn, Oats, Wheat, Hay & Straw**  
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We are in the market at all times for "off grades" of grain

## SAGINAW, MICH.

### THE HENRY W. CARR COMPANY

SAGINAW, MICH.  
General Selling Agents, Commission Merchants  
Receivers corn, wheat and all kinds of feeds.  
Shippers oats, rye, buckwheat, barley, hay, straw, potatoes, etc.  
Correspondence and consignments solicited.

**QUOTATIONS WANTED**  
on No. 2 Corn.

**T. S. Southgate & Company**  
General Grain Merchants  
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### Globe Elevator Company

We are located on the Michigan Central, Grand Trunk, and Wabash Railroads. If you can ship your grain to arrive at Buffalo via these lines, we believe it would be to your interest to do business with us. We will bid you delivered Buffalo or handle on consignment. We have a large eastern trade and do a large local business at Buffalo.

Our facilities enable us to handle grain arriving out of condition to the best advantage market will afford.

203-16 Chamber of Commerce  
BUFFALO, N. Y.

## CRAWFORDSVILLE, IND.

**GRABBS REYNOLDS**  
**TAYLOR CO.**

GRAIN AND CLOVER SEED  
CRAWFORDSVILLE INDIANA

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**E. A. GRUBBS GRAIN CO.**  
Greenville, Ohio

Want Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

## KENTLAND, IND.

**Try**  
Our Special Brand of White Oats  
**MCCRAY, MORRISON & CO.**  
GRAIN SHIPPERS Kentland, Ind

## BATTLE CREEK, MICH.

**McLANE, SWIFT & Co.**  
GRAIN MERCHANTS  
Battle Creek - - - Michigan

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Is more extensively used by  
Grain and Provision Dealers

than all other codes combined. It is compact, small and can be easily carried in the pocket. Get the latest edition; by using it your messages will be understood, you will save time and expense.

Price, leather, gilt edges, \$2.00.

Your name in gilt letters on front cover, 25c extra.

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255 La Salle St. CHICAGO, ILL.

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GRAIN BUYERS AND EXPORTERS

We have a fully equipped department for handling consignments of grain.  
NEW ORLEANS, LA.

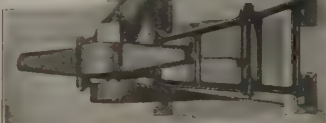
**A. F. LEONHARDT & CO.**  
**GRAIN AND HAY**  
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## POWER CAR LOADERS FOR ELEVATORS

### The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of holding frame.



This loader has many other points of superiority. Write now.

THE IDEAL CAR LOADER CO., Allenville, Ill.

### YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

### Clark's Grain Tables for Wagon Loads

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is reinforced at back with silk cloth.

It has a string loop attached so it can be hung up beside the scale beam. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,690 lbs. on 10-pound breaks.

The tables show the following reductions: Oats at 32 lbs., 37 lbs. and 35 lbs. Timothy Seed, 49 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn, Flax Seed at 55 lbs. Wheat, Clover Seed, Peas and Potatoes at 60 lbs. Wheat, 60 lbs. with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 55, 45 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 50 cents in 5 cent rates.

Price, postpaid, 50 cents

GRAIN DEALERS JOURNAL

255 La Salle Street

CHICAGO, ILL.

The ONLY Car Loader That Will Not Damage the Grain.

### COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine that Will Clean and Load at the Same Time.

For Descriptive Circular and Prices — Address:

**Mattoon Grain Conveyor Co.**  
MATTOON, ILL.

North Manchester, Ind., August 13, 1907.  
Mattoon Grain Conveyor,  
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a "loader that will load grain perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is, see what we can do for it. We have it in stock for prompt shipment in one or two more soon. Very truly,  
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

MAROA MFG. CO. Maroa, Ills.

Gentlemen:—Enclosed please find draft to balance account. The loader is doing good work and I am well pleased with it.

IVESDALE, ILL., AUG. 8, 1908.

Respectfully, J. M. CAMP.

MAROA MFG. CO.

Dear Sirs:—Herewith find check to pay for loader. It is doing splendid work.

Yours, etc., THE IVESDALE GRAIN CO.

IVESDALE, ILL., AUG. 13, 1908.

In June, 1901 we sold Mr. Camp a No. 12 Boss Car Loader for his Ivesdale house and in August, 1902 he purchased one for his elevator in Remont. In May 1902 we sold one to Mr. W. W. Porterfield in Ivesdale and on the second day of last July we received a letter from the Ivesdale Grain Co. saying they intended to buy a loader so we had better send a man to see them. We did so that day and the next day we shipped them a No. 14. Of course Mr. Camp's old loader was still in successful operation otherwise his competitors would not have wanted a loader of that kind, but when he saw the new one they got he proposed a trade which we made. We make them in five sizes all of which we carry in stock for prompt shipment and send them with the understanding that if you are not satisfied with them in every respect you may return them at our expense.

**Maroa Mfg. Co.,**

**Maroa, Ill.**

## Shippers' Record Book No. 20.

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

### NEW MARSEILLE'S DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellors, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas, May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 2 or 3 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and cost less of time and cost of repairs considered than any other we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON,  
By J. Z. Kee

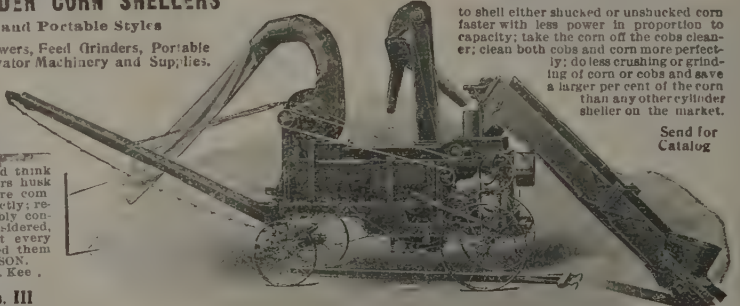
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French Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for Catalog





## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

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Grain Dealers Journal  
255 La Salle St., CHICAGO, ILL.

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Made to deliver the goods, and does it.

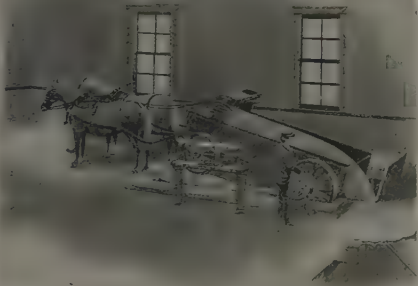
Some new features are, a three-inch leverage, Ball Bearing Ring, Graphite Bearing and Single Lever.

We also handle a full line of Elevator Equipments. If you have not received our catalog, write us today.

The Standard Clutch Mfg. Co.  
SIDNEY, OHIO



CITY GRAIN ELEVATOR.



## Dump Scales and Recording Beams

FOR

Elevators and Grain Dealers

Write for Catalog G-D.

THE STANDARD SCALE & SUPPLY CO., 50-52 So. Canal St., Chicago, Ill.

## COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

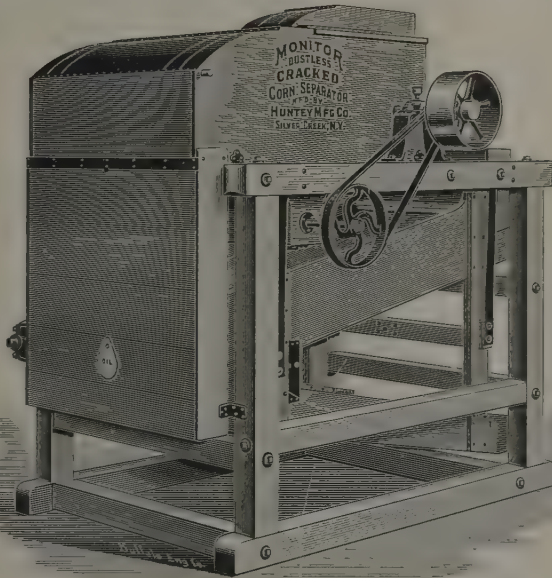
It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.



## The Monitor Cracked Corn Separator

We have experienced two years of unqualified success in supplying entirely new and dependable methods for grading to fancy grades—cracked corn for chick feed, poultry food, etc. This machine also makes perfect grades of table meal, feed meal, or grits.

Send for samples showing results accomplished by our process.

HUNTLEY MANUFACTURING COMPANY

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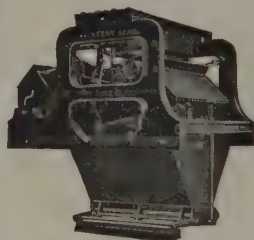
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FOR SHIPPING AND RECEIVING GRAIN



"No Live, Progressive, Up-to-Date Grain Dealer should be without the AVERY, and, once tried, will not be without them."

WALLACE GRAIN CO.  
Cresbard, S. D.,  
April 4, 1908.

Use a Well Tried Scale  
AND RUN NO RISKS

### AVERY SCALE CO.

North Milwaukee

Wisconsin



## The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weighs and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insure its durability.

J. D. EARTHART & SON  
DEALERS IN  
GRAIN AND COAL

PARTRIDGE, KANSAS NOV 14, 1907.

McLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights. I can show as fine weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale. I can recommend it to any one who wants something good.

Yours truly,  
J. D. EARTHART & SON.

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### SKELETON FRAME INDUCTION MOTOR



The durability of the motor is the secret of economy of motor drive. In perfecting a safe, durable and efficient motor for mill work, the General Electric Company has produced the **Skeleton Frame**

Induction Motor, which is perfectly adapted for motor drive in

### FLOUR MILLS and GRAIN ELEVATORS

The **Skeleton Frame Induction Motor** is durable because it has no wearing points, no complicated mechanism, no troublesome parts, no useless weight. It combines durability with simplicity. A boy can start it and it requires no attendant.

You certainly want to know more about this motor. Write for booklet 764-E.

Principal Office, SCHENECTADY, N. Y.

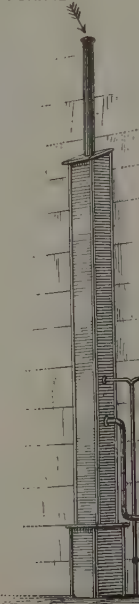
Chicago Office, Monadnock Bldg.

Sales Offices in all Large Cities.

1305

## Grain Purifier and Bleacher

PURIFIER STACK



This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a **GRAIN PURIFIER**.

Install one of our **PURIFIERS** and get your share of the profit.

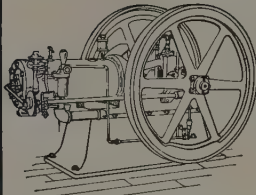
For further particulars write us.

U. S. GRAIN  
PURIFIER CO.

EARL PARK,  
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## POWER FOR GRAIN ELEVATORS

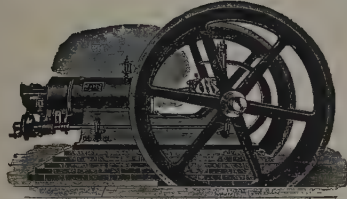


Ohio  
Gas  
and  
Gasoline  
Engines

(All sizes)

Used by many lines of elevators.  
Used by the U. S. Government.  
Used by some of the largest railway systems in  
the United States.  
Let us tell you why.

OHIO MOTOR CO., 315 Dearborn St., Chicago, Ill.



### WITTE GAS AND GASOLINE ENGINES

Any size for all kinds of fuel. No engine can be more economical or reliable. We assume the risk and demonstrate that our engine is superior. Perfectly Safe—No Fire Danger—Easy to Start.

**Five Year Bond Guarantee**

The most modern gas engine factory in America.

Prompt deliveries. Complete equipments.

Write us for elevator power Catalog X.

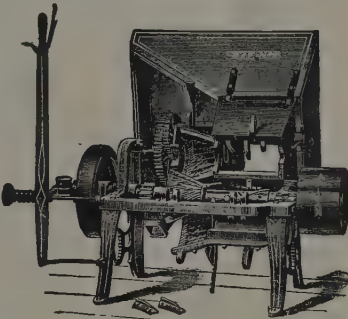
WITTE IRON WORKS CO. 526 West 5th Street, Kansas City, Mo.

### Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and  
Grind all kinds of small grain; *separately or mixed*. Will grind Kaffir Corn in the Head.  
Have Conical Shaped Grinders. CAN RUN  
EMPTY WITHOUT INJURY.

**Different From All Others**



**Lightest Running**  
Best Built. Finest Finish.

**HANDIEST TO OPERATE**

SEVEN SIZES: From 2 to 25 h. p. (Also  
make Sweep Mills, both Geared and Plain.)

**They are Built for Business.**

THE N. P. BOWSHER CO., South Bend, Ind.

### FOOS GASOLINE ENGINES

ARE ECONOMICAL

For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing efficiency.

FOOS Engines, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses common to most engines.  
Write for Catalogue No. 20. THE FOOS GAS ENGINE CO. Springfield, O.



### OTTO ENGINES

**OTTO SUCTION GAS PRODUCERS and OTTO ENGINES**  
are reliable and can be operated by men of ordinary intelligence.

J. A. Witter, Engineer for the Beaver Crossing Electric Light & Power Co., Beaver Crossing, Neb., writes,—

"Please send me a book of instructions on handling and running your gas producer and engine. I have been running this one on horse sense but that might not work at all times. Plant works fine."

This man, without special instructions but with the use of "horse sense" causes his plant to work fine. There is a volume of praise for "OTTO" machinery in Mr. Witter's short letter.



**OTTO GAS ENGINE WORKS, Phila., Pa.**

**STANDARD OF THE WORLD**

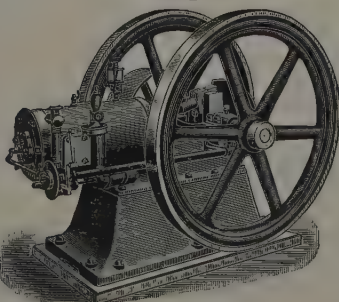
## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

**If Your Business**

isn't worth advertising  
advertise it for sale

## Gas Engine Prices—A Christmas Present



I appreciate the splendid patronage of the Grain Dealers who use Gas Engines, and I have made an extra effort in your behalf. I have secured a large number of splendid engines, have overhauled them and am going to make you a Special Holiday Price. If you need a good gas engine, guaranteed, and any standard make, you'll find me ready between now and New Years to make you a price that will astonish you. For an engine that has been overhauled, rebuilt, guaranteed, you can't beat these: 8-10-12-21 Horse Power Fairbanks Morse; 10-8-6 Horse Power Columbus; a 5 Horse Power Otto and others which will furnish you excellent reliable power at my reduced price. Get it on these and any other Gas Engine you may need. :: :: I do repair work.

**A. H. McDONALD,**

THE GAS ENGINE MAN,

62 West Monroe St., Chicago



**Five Dollars Each**

is the regular price of the following car movers.

**Our Price \$3.75**

Each is claimed to be the best

<p><b>EASY ATLAS SAMSON SPECIAL SHELDON CHAMPION</b></p>	<p>We don't care which you order</p>

Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

WRITE TO US.

**AMERICAN SUPPLY CO.**  
1110 Farnam St., Omaha, Neb.

**Grain Dealers Supply Co.**

305 So. Third St.  
MINNEAPOLIS, MINN.

**Sells Machinery for Elevators and Mills**

WRITE FOR PRICES

**Avery Automatic Scales**  
**Charter Gasoline Engines**

**Elevator Machinery and Supplies**

We carry a large stock and can fill orders promptly.

**Grain Cleaning Machinery**

We handle a full line and can give you a machine for any kind of work you want to do.

**Roll Corrugating and Grinding**

The best work—quick service.

Write us for Catalog and Prices on anything you need.

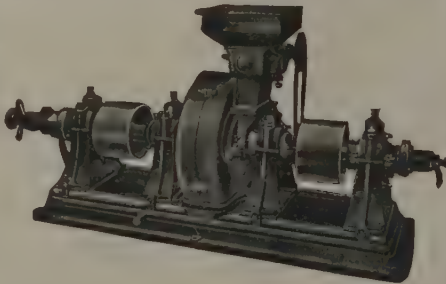
**Your Profits**

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

**Monarch Feed Mill**

Let us prove it to you by sending you one on trial. **WRITE US**

**SPROUT, WALDRON & CO**  
P. O. 260, MUNCY, PA.

**The Strong-Scott Mfg. Co.**  
MINNEAPOLIS, MINN.

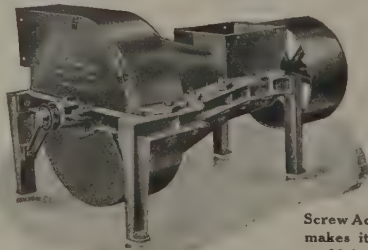
Northwestern Agents for

Invincible Grain Cleaners,  
Richardson Automatic Scales,  
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**B. S. C.**

Chain Feeder and Conveyor, the most complete and satisfactory on the market. Hundreds in use for all kinds of grain.

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Pat.  
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Screw Adjustment makes it all that could be desired.

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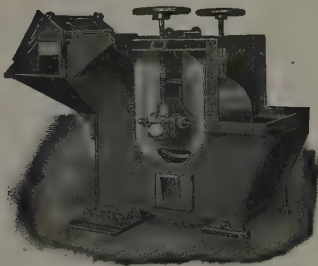
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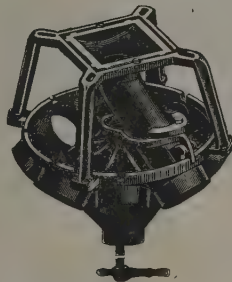
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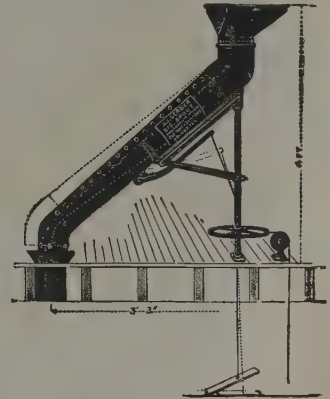
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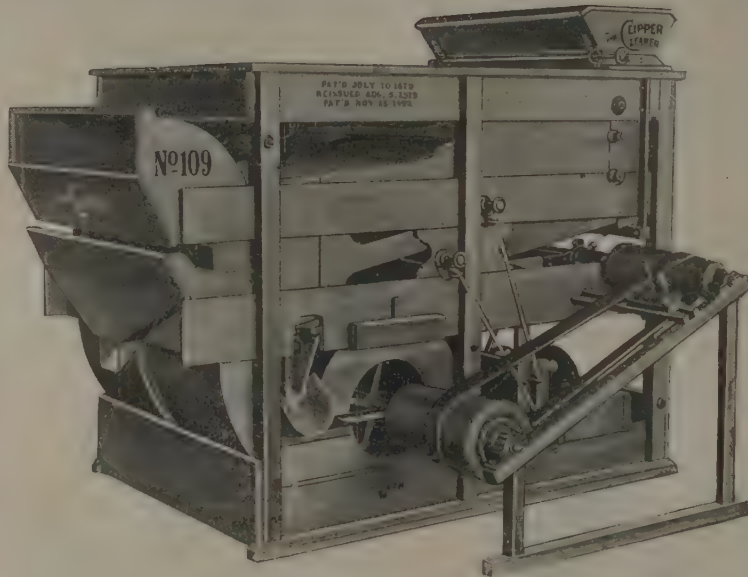
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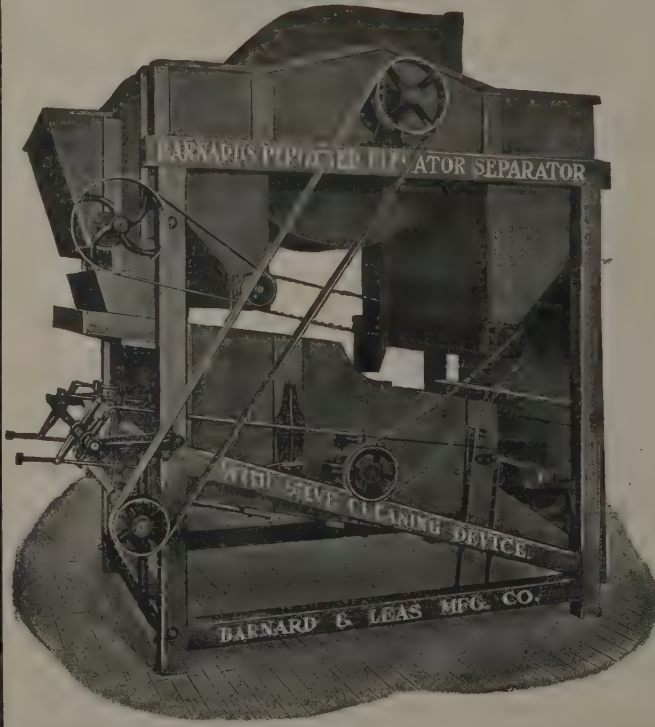


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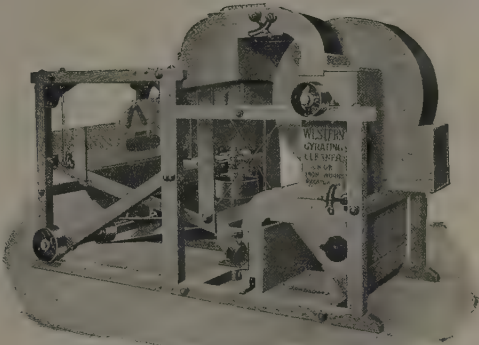
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Rotary motion.  
Perfect balance.  
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Cleans all kinds of grain.  
Noiseless, strong, compact and durable.



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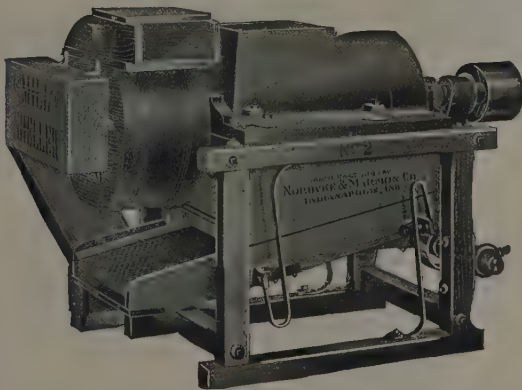
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Torsion Balance, <small>Recommended and used by U. S. Department of Agriculture</small>	23.00

Hess U. S. Moisture Testers are used by many leading grain dealers and exchanges.

Send for free booklet with instructions for testing grain for moisture.

**HESS WARMING & VENTILATING COMPANY**  
907 Tacoma Building, CHICAGO

P. S.—Hess Grain Driers are used everywhere. Made in all sizes—for all kinds of grain and seed.

**HESS-DRIED IS BEST DRIED**

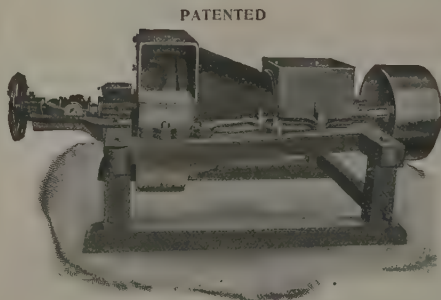
## The Ohio Corn Shellers and Grain Cleaners

The Best Elevator Equipment to be had.

Not one dissatisfied user.

We guarantee all our machinery to do the work entirely satisfactory.

Complete Equipment for Elevators.



PATENTED

## The Ohio Oscillating Grain Cleaner for Corn and Cobs, Wheat and Oats

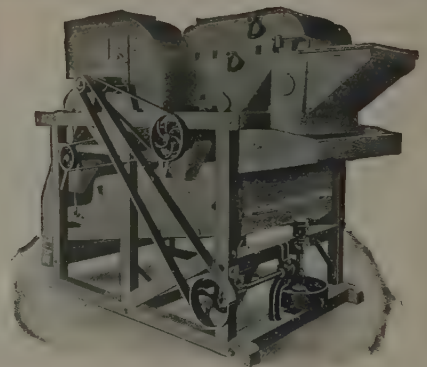
Fan discharge Shellers with adjustable cylinder discharge in either direction, over or underneath.

Regular Shellers with adjustable cylinder.

Dumps, Drags, Heads, Boots, Manlifts, Conveyors and Power Transmission.

WRITE US

**THE PHILIP SMITH MFG. COMPANY, Sidney, Ohio**





# Evidence That Counts

In the October 25th number of this Journal we gave twelve reasons why the RICHARDSON SCALE is the best on earth, and why every grain dealer will eventually buy one.

We now submit EVIDENCE THAT COUNTS to support our statements in the previous issue.

Browns Valley, Minn., Dec. 8th, 1908.

"The Richardson Automatic Scale purchased from you two years ago has given us excellent satisfaction. We use it as a weighing out scale for our elevator. on wheat, flax, oats, barley and rye, and it has proven equally accurate in weighing all the different kinds of grain, keeping a strict record of all grain leaving the house, and a check on leaky cars that cannot be questioned as to accuracy.

We have a hopper scale, but have not made use of it since putting in the Automatic, as there was forever the question as to whether the weights were written down or not, and it was continually getting out of order. The Automatic does not require as much care as the hopper, and in weighing out 250,000-bu. of grain over it, we venture the assertion that the weights are not 500-lbs. out of the way. We frequently have weights from terminals within 30-lbs. of our weight, and we have never had it vary over 200-lbs. unless we could discover a leak in the car. With its use we know at all times the balance of grain in the house, and it is worth many times the cost for this feature alone, and we would not consider our equipment complete without it."

BROWNS VALLEY FARMERS ELEVATOR COMPANY.

Cordell, Okla., Nov. 25th, 1908.

"We heartily and consistently recommend the Richardson Automatic Scale, having tried one for about two years, in which time we have weighed over 150,000-bu. through it, and up to this time has never given us any trouble whatever since beginning of its operation. Since our customers have found this scale to be reliable, many of them are taking our sworn weights to govern settlement on car load grain."

LORENZ & GEIS.

Kasota, Minn., Dec. 7. 1908.

"We installed one of your 12-bu. Richardson Automatic Scales last year, which has proved to be very accurate and reliable. We were well enough pleased with your 12-bu. Automatic Scale to place an order for another, which we will install, soon as received."

SAGE BROTHERS.

Attica, Ind., Nov. 24, 1908.

"We think that in every way your Richardson Automatic Scale is a great success, and if properly handled will be absolutely correct. We have never regretted our choice of a scale."

JONES BROS.

Hastings, Neb., Dec. 5th, 1908.

"Your Automatic Scale installed in our elevator at Inland, Neb., gives good satisfaction. They require very little room, and their constant automatic operation requires very little attention from the workman. They no doubt will take the place of hopper scales from this time on, just as gasoline engines replaced the old steam engines."

J. M. SEWELL COMPANY

Fort Worth, Tex., Dec. 7, 1908.

"It is with pleasure that we write you concerning the satisfaction that your Richardson Automatic Scales have given us. At the present time we have 6 installed in our elevator at this point, some of which have been in operation for more than 2 years. These scales are, according to our opinion, perfect, and we would not try to do business without them."

SMITH BROS. GRAIN COMPANY.

Cleveland, Ohio, Nov. 23rd, 1908.

"One year ago we placed an order with you for your No. 3138 Automatic Scale, and are so well pleased with same that we thought we would like to express our appreciation of your scale. We are recommending it highly to our shippers."

ABEL BROS.

## Richardson Scale Company

6 Park Row, New York

122 Monroe St., Chicago

P. O. Box 338, Kansas City, Mo.

415 Third St., S. Minneapolis

P. O. Box 75, Des Moines, Iowa

P. O. Box 797, Lincoln, Neb.

**ELEVATORS FOR SALE.**

GOOD PAYING elevator and mill for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

ELEVATOR AND LUMBER YARD for sale. Lumber sales \$17,000; amount of grain handled, 150,000 bushels. Address W. J. Rich, Congerville, Ill.

FOR SALE or exchange for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE on Wabash R. R. in Ind. 24,000 bu. cap.; handle 150,000; no competition. Address Nosliew, Box 10, Grain Dealers Journal, Chicago.

I WILL SELL my elevators, corn crib, coal business, and residence, having drawn a homestead claim in Tripp Co., S. D. Apply at once to B. B., Box 6, Rokeby, Nebr.

ELEVATOR FOR SALE located in good grain section, 10,000 capacity, with or without hay business and retail feed business. Address Hood, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR RENT—40 M. cribbed elevator, coal, and tile business. Good territory, within 35 miles of Chicago on E. J. & E. Address Ray, Box 9, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE for improved Iowa or South Dakota land, two modern 35,000 bushel elevators in central Iowa, with a good business. Address G. W. P., Box 9, Grain Dealers Journal, Chicago.

WILL SELL: One half interest in my elevator and coal business also my Litter Carrier. A good money making proposition for a good man. W. J. Herscher, Buckingham, Ill.

FOR SALE—12,000 bu. elevator corn cribs; coal and stock business in Northern Iowa. In good oat and corn country; big station owner had other business. Address C. E. F., Box 9, Grain Dealers Journal, Chicago.

KANSAS 150,000 Bus. Eltr on the U. P. R. R. in Turkey Wheat Belt. Handling annually from 100,000 to 150,000 bu. Well equipped: no competition with mills; crop conditions never better. Good reasons for selling. Price reasonable. Write quick. Address M. T., Box 12, Grain Dealers Journal, Chicago, Ill.

MUST SELL ELEVATORS at Cashion and Lockridge. Cashion elev. cap. 10,000 bu.; has 5 h.p. Weber Gas Engine. Lockridge Elevator, cap. 18,000 bu.; has Invincible Wheat Clipper, 200 bu. capacity an hour, Cylinder Corn Sheller and cleaner, with 250 bu. capacity, 22 H.P. Lewis-Thompson Gas Engine. Must be sold by first Monday in March, 1909. Cashion & Lockridge Grain Co., Lockridge, Okla.

FOR SALE—Line of nine elevators, including fine cleaning plant, located in the best small grain and corn country of Southern Minnesota. The large corn crop, in addition to the small grain, assures good business the year round. Each elevator practically new and strictly modern; all are good money-makers. Good coal business in connection. For particulars, address Box 27, Commerce Station, Minneapolis, Minn.

**ELEVATORS FOR SALE.**

ELEVATOR FOR SALE. Cribbed, in good condition. 40,000 bus. cap. Nearly a block of ground. Corn cribs, coal sheds, also tile; doing a good business. 8-room residence and 6 lots. For particulars address Mendenhall & Searl, Princeville, Ill.

FOR SALE—Elevator on Wabash R. R. in western Ill. 7000 bu. capacity. Well equipped. New 10 h.p. International Gasoline Engine. Handled 125 cars past year. Will sell right if taken soon. Address Walt, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR AND COAL BUSINESS for sale, in good corn and wheat territory in Southern Nebr., in first-class condition. Big corn crop which will move after holidays. Good reason for selling. Address Neb., Box 12, Grain Dealers Journal, Chicago.

FOR SALE—Big 4 Elevator and feed mill in Western Ohio. Large feed and coal business. Ship 100 cars a year. Nearest competition 7 miles. Good reasons for selling. If sold soon, \$6,000. Easy payments. Address C. F., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and Lumber Yard, Wood and Coal, Feed Mill in connection. Good paying business. Splendid opening for an experienced elevator or lumber man. Good reason for selling. Located on main line G. N. R. R. in famous Mouse River Loop. Address Box 254, Granville, N. D.

FOR SALE OR EXCHANGE for good farm land in North or South Dakota, or Western Minn., 25,000 bu. elevator and feed mill in southwestern Minn. Equipped with dump scales, hopper scales, cleaner, two engines and feed mill. Good wood, feed and seed trade. Address W. T., Box 7, Grain Dealers Journal, Chicago.

FOR SALE.—100,000 bushel elevator on the Chicago & Eastern Illinois railroad, in western Indiana, located about 100 miles from Chicago. This is one of the best elevator properties in Indiana does a business of about 300,000 bushels a year. Write for description. Address Dence, Box 9, Grain Dealers Journal, Chicago, Ill.

TWO ILLINOIS ELEVATORS for sale at a bargain. 60,000 bus. eltr. on the I. C. R. R. handles 200,000 bus. corn and oats yearly. Also a 35,000 bus. eltr. nearby on same road which will handle 100,000 bus. annually. Both new and well equipped. Good coal trade at each station. Address C. C., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron-clad cribbed elevator building. Cribs for 15,000 bu. ear corn. Coal houses for 200 tons hard and soft coal. Feed grinder, etc. All in first-class condition. Handles 150,000 bus. grain annually. Price \$8,000. Address Door, Box 11, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE.**

FOR SALE—A grain elevator at Aboite, Ind.; also hay warehouse. Fine opening for grain, hay and coal business. Will sell on time or take good farm land part payment. The opportunity of a life time to good party. Write S. Bash & Co., Fort Wayne, Ind.

FOR A LIMITED TIME ONLY, one of the best elevator properties in western Ind. This house will not be offered for sale after Feb. 1. Is one of the most modern elevators in the corn belt; has large capacity; big territory; big trade; and is a money-maker. Is located on the best Ry. in Ind., from a grain man's standpoint; is in a good town and has good competition. Terms cash and the price is right. Address Corn and Oats, Box 12, Grain Dealers Journal, Chicago, Ill.

GOOD 100 BBL. MILL AND LARGE SEPARATE ELEVATOR for sale. Owner retiring. In No. 1 order, 3 popular brands flour eagerly bought to capacity thru central Ind. Expense very low. A separate 60,000 bu. elevator, double driveway, large separate oats house, large separate ear corn house, large seed and feed house, all operated with steam from mill plant, received and discharged by power. Seed and Feed trade enormous. On brick pavement in best 12,000 grain town in Ind. for \$25,000 if in 60 days, including residence. Always plenty of bargains all sizes. John A. Rice, Frankfort, Ind.

**COTTON SEED MEAL FOR SALE.**

COTTON SEED MEAL for sale. We can quote you low prices on best grades. Correspondence solicited. Union Grain Co., Guthrie, Okla.

PURE OWL BRAND COTTON SEED MEAL. Known everywhere for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

**PEACOCK**

Memphis,  
Tenn.

Cottonseed Meal  
Cottonseed Cracked Cake  
Peacock Cottonseed Feed Meal  
CAR LOTS ONLY

**Peacock Cottonseed Feed Meal**

The safest and best cattle food made  
Price today, \$20.00 per ton, f. o. b. Memphis  
Stock keep healthy, sleek and fat on it

ASK FOR BOOKLET

**Peacock Cottonseed Meal Co.**  
MEMPHIS, TENN.



## ELEVATORS WANTED.

WANTED—To lease an elevator. Address Lock Box 287, Greenville, O.

WOULD BUY an elevator in eastern Nebraska. R. R. Chenoweth, Ohio, Neb.

WANTED—An Ill. elevator for cash, handling 200,000 bu. or more annually. Conditions must be right. Address 774 N. Broad St., Galesburg, Ill.

WE HAVE a client who wishes to exchange cheap wild land for elevators; preferably in Northern Iowa, Minnesota, North or South Dakota. Address Exchange, 32 Chamber of Commerce, Minneapolis.

WANTED—An elevator doing at least 150,000-bu. business yearly, tributary to Chicago market. Prefer Eastern Ill. or Western Ind. Ear Corn Station. Address Monarch, Box 11, Grain Dealers Journal, Chicago.

AN IMPROVED farm of 350 acres, 300 acres under cultivation, 50 acres in timber and fenced for pasture; land is located in one of the best farming sections of Missouri. Will trade for good elevator property. Address Cleveland, Box 12, Grain Dealers Journal, Chicago.

## MISCELLANEOUS.

RICE MILL READY FOR OPERATION. Well located on two railroads; will sell at a bargain and on easy terms to responsible people. Address Jesse H. Jones, Commercial Bank Bldg., Hopston, Tex.

ELEVATORS FOR SALE—A few nice bargains for \$5000 to \$7500 in good corn and oats territory, in towns where there are good schools and churches, not far from Chicago. You will make no mistake if you get any one of them. James M. Maguire, Campus, Illinois.

ELEVATORS FOR SALE—Just the kind you are looking for, and at prices to suit your purse. Let me know about what you want, and how much you wish to pay, in first letter. Am sure I can suit you. James M. Maguire, Campus, Ill.

DRAIN TILE FACTORY.—The best manufacturing business in this country. We now have as many orders as we can handle and no stock on our yards. Up to date plant located in Central Indiana making 7 to 9 car loads per week and running very profitably. Will prove it to you if you are interested. Will sell the plant for \$9000, which is a bargain. It will take perhaps \$3000 to \$4000 for working capital. A good proposition. Good reason for selling. Address O. D. T., Box 8, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

FOR SALE 60' bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grist trade. Rare chance for first-class miller who has little money. Address Robt. Taylor quick, Higginsport, O.

## ALFALFA MEAL FOR SALE.

We are booked ahead on ALFALFA MEAL. Let us send you sample and prices delivered. F. G. Olson, Wichita, Kas.

## SITUATIONS WANTED.

WANTED by young man of business ability and experience, position as manager of country elevator. Will go anywhere. C. C. Reitz, Reserve, Kans.

POSITION wanted by an experienced and capable grain man as auditor or business solicitor. Address Paris, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED in cleaning or transfer house; 15 years. exp.; fully competent. References. Address W. P. L., Box 9, Grain Dealers Journal, Chicago.

SITUATION WANTED by a competent man of 10 yrs. exp., with A-1 ref.; as grain buyer and lumber salesman. Address Bert, Box 8, Grain Dealers Journal, Chicago.

SITUATION WANTED by a person who has had 2 years experience; is an accurate bookkeeper; not afraid to work; can give A-1 references. Address G. Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as buyer, manager, or solicitor, by married man, age 37. 20 years' experience buying and handling seeds, grain, feed and hay. Have traveled all the grain states and know the trade. Highest recommendations. Address Expert, Box 11, Grain Dealers Journal, Chicago.

WANTED—a position by a young man who has been in the office of weighmaster for 5 years in a Lakeport elevator, which has a capacity of 600,000 bushels. Have good recommends; can give best of references. A good person, thirty years of age, and single. Address M. G. N., Box 12, Grain Dealers Journal, Chicago.

POSITION WANTED—by young man 30 years of age, with grain firm in any capacity. Have had thoro experience in the grain business; have operated country elevator, cleaning and transfer house. For the past four years, have been in business for own account. Am well acquainted with Southern, Southeastern, Southwestern, and Eastern trade. Good traffic man with executive ability to operate any business. Prefer connection with Chicago or Eastern firm. A-1 references. Address D, Box 12, Grain Dealers Journal, Chicago.

## SITUATIONS WANTED.

POSITION WANTED by a man of 20 years experience in the grain business and with a very large acquaintance, especially in Indiana. Fully competent to handle any phase of the grain business. Know that I can control a large number of shippers. Am perfectly willing to demonstrate my ability to make good. To a firm who wishes to increase its business, I offer my services. Address Hoosier, Box 11, Grain Dealers Journal, Chicago.

## MEAL FOR SALE.

STRAIGHT COB MEAL in car lots, cheap. Address Droge Elevator Co., Council Bluffs, Ia.

## COTTON SEED FOR SALE.

I HAVE a carload of improved Rowden Cotton Seed for sale. Write for prices. J. W. Overstreet, Wills Point, Tex.

## PARTNERS WANTED.

PARTNER WANTED—Young man to take half interest in a paying business, identified with the grain trade. \$5,000 necessary. Good position with investment. Will consider elevator, farm, or city property for part or all of purchase price. Address W. F. C., 204 Moeller Bldg., Decatur, Ill.

## HELP WANTED.

WANTED—Salesman to sell seed as a side line, in all parts of the United States. Address Wayne, Box 12, Grain Dealers Journal, Chicago.

SALESMAN WANTED—to handle wheat and buckwheat flour in Chicago and nearby territory. Splendid opportunity for a good man. Address Salesman, Box 10, Grain Dealers Journal, Chicago.

## BUCKWHEAT FLOUR FOR SALE.

CHOICE pure Buckwheat Flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

## BAGS WANTED.

WANTED—Old torn bags, state quantity. Margolius Co., Norfolk, Va.

## DO IT NOW.

### GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

**ENGINES FOR SALE.**

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—One fifteen horse steam engine, in good repair. Also thirty horse boiler. J. T. Darnielle, Piasa, Ill.

ONE 12 H. P. Olds Gasoline Engine, complete, in good condition, for sale at a bargain. Call or write J. T. Riemke, Pesotum, Ill.

FOR SALE—One 25 H. P. Columbus Gasoline Engine, good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

FOR SALE AT A BARGAIN, a \$450 Otto Gasoline Engine, horizontal action, 8½ H. P., 4½ ft. drive wheels. Address Uptide Co., Memphis, Tenn.

FOR SALE—One 8 H. P. Charter Gasoline Engine, new cylinder; good as new throughout. Address Engine, Box 11, Grain Dealers Journal, Chicago.

BARGAINS in second-hand gas and gasoline engines, guaranteed; 44 H. P. Miami; 25 H. P. Fairbanks; 25 H. P. New Era; 22 H. P. Foos; 8 H. P. Ohio. For further particulars, address Frank Toomey, 181 N. 3rd St., Philadelphia, Pa.

**GAS ENGINES FOR SALE.**

- 35 H. P. Lambert.
- 28 H. P. Fairbanks Morse.
- 25 H. P. Columbus.
- 22 H. P. Foos.
- 20 H. P. Fairbanks.
- 16 H. P. Lewis.
- 15 H. P. Fairbanks Morse.
- 10 H. P. Lewis.
- 6 H. P. Fairbanks Morse.
- 6 H. P. Columbus.

Also fifty engines of smaller size and all makes. A. H. McDonald, 62 West Monroe St., Chicago.

**GASOLINE ENGINE BARGAINS.**

- 1—6 H.P. Fairbanks ..... \$125.00
- 1—4 H.P. Fairbanks ..... 90.00
- 1—2 H.P. Fairbanks oil cooled .. 75.00
- 1—2 H.P. Fairbanks Jack of All Trades ..... 60.00
- 1—8 H.P. Howe, nearly new.... 150.00
- 1—10 H.P. Waterloo ..... 100.00
- 1—10 H.P. Webster ..... 100.00
- 1—12 H.P. Webster ..... 150.00
- 1—12 H.P. Fields Engine, new ... 334.00
- 1—15 H.P. Fields Engine, new ... 391.00

ALLEN P. ELY & CO.,

Omaha, Nebr.

**MISCELLANEOUS FOR SALE.**

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

FOR SALE AT A BARGAIN—A feed, hominy and meal mill; good machinery. 50 horse steam engine, all in best condition. Good reason for selling. For references and prices, apply to R. E. Burger, Allerton, Ill.

I HAVE FOR SALE, all the fixtures contained in a new 125-bbl. flour mill. The fixtures are all new and up-to-date. Have been run less than one year. These fixtures cost over \$8,000 and I will close them out at \$2,500 cash. Send for description of same. Address James G. Shriver, Winterset, Ia.

**BRAN FOR SALE.**

LARGE FLAKY Winter Wheat Bran, sacked. H. H. Emminga, Golden, Ill.

**MACHINES FOR SALE.**

HESS GRAIN DRYER for sale. Comparatively new, at one-half original value. J. B. Worth Co., Petersburg, Va.

FOR SALE—Western Field Sheller; complete; new. Big sacrifice for cash. \$400.00 Rig. O. L. Gordon, Route 6, Robinson, Ill.

\$75 buys a No. 175 Eureka Double Receiving Separator; has only cleaned three cars wheat. Address Lenapah Grain & Hay Co., Lenapah, Okla.

20-inch modern special attrition mill, in perfect order, with two sets of discs. Will be sold cheap. Address New Winona Mfg. Co., Winona, Minn.

FOR SALE—1 Western Corn Sheller, No. 2½ capacity, from 700 to 900 bu. per hour; used 5 months. Also our McLeod Automatic Scale, used same length of time, rated to weigh 1,500 bu. per hour. Will sell cheap. C. M. Kerlin & Co., Delphi, Ind.

FOR SALE—1 Western Corn Sheller No. 2½. Capacity 400 to 500 bu. per hour. 1 Marseilles Corn Sheller, size 1, capacity 400 to 500 bu. per hour. 1 Western Suction Fan, 45-inch fan, capacity 500 bu. per hour. These machines have been thoroughly repaired and are first-class. Address A. H. Richner, Crawfordville, Ind.

WE HAVE for sale, two new Triumph corn shellers, cheap for cash. One complete outfit of machinery, rolls, beating, elevator cleaners, etc., for a 100-bbl. flour mill. Must be sold at once; very cheap for cash. One 50 H. P. Gasoline Engine, good as new, at less than half price. Grain Dealers Supply Co., 305 South 3rd St., Minneapolis, Minn.

No. 1 Barnard & Leas Willford Feed Mill, \$125.00; No. 000 Little Victor Corn Cleaner, \$60.00; No. 000 Little Victor Corn Sheller, \$75.00; No. 1 B. & L. Double Acting Sifter, \$35.00; Fairbanks-Morse 5-ton Wagon Scale, \$75.00. All the above have been used less than two months. Peters & Edholm Co., Omaha, Neb.

**MACHINES WANTED.**

NEW OR SECOND-HAND grain cleaner wanted, which can be run with a 5 h.p. engine. Barney Bunkers, Remsen, Ia.

MACHINES WANTED—Wanted, a 24" attrition mill and 150 bu. milling separator, hopper scale, power shovel, and elevator legs. What have you? Address Mitchell, Box 12, Grain Dealers Journal, Chicago.

**ENGINES WANTED.**

WE WANT a good second hand 25 or 30 H. P. Gasoline Engine. State price; name of make. Address J. & J. Leas, West Manchester, O.

**Seeds** Medium Mammoth, Timothy and Alsike

We make a specialty of Clover, free from Buckhorn. Ask for Samples and Price delivered.

**O. GANDY & CO.**  
South Whitley Indiana

**SCALES FOR SALE.**

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

FOR SALE: New and second hand wagon, hopper and R. R. Track scales at reduced prices. All kinds of scales repaired. Beckman Bros., Des Moines, Iowa.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

**ENGINES AND BOILERS.**

FOR SALE—25 H. P. steam engine and boiler, in fine condition. Address Burr, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—80 h.p. boiler and engine; good order. Grinder and clipper; as good as new. No use for them. C. J. Meyer, Frankfort, Ill.

**BARGAINS IN BOILERS.**

Just as good as new, four 60 in. diameter, 16 ft. long, 58 flues, 90 h. p. boilers. Address South Chicago Elevator Co., 240 La Salle St., Chicago, Ill.

**FOR SALE.****ENGINES AND BOILERS.**

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.  
1748 Powers St. Cincinnati, O.

**ALFALFA MEAL**

and Alfalfa Stock Foods

The most economical, the least expensive. Write for prices.

H. C. THOMPSON, Wichita, Kan.

**THE TOLEDO FIELD SEED CO.**  
**CLOVER AND TIMOTHY SEED**

Consignments Solicited.  
Send Us Your Samples.  
ASK FOR OUR DAILY BIDS  
TOLEDO, OHIO

**Salvage Grain**

Screenings and off-grades of Grain and Feed Bought and Sold.

WRITE OR WIRE

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N. Y.



## GRAIN WANTED.

**MILLING BUCKWHEAT** wanted. Address H. J. Klingler & Co., Butler, Pa.

**MILLING BUCKWHEAT** wanted. Prattsburgh Roller Mills, Prattsburgh, N. Y.

**WE ARE** in the market for speltz in car lots. Send liberal sized samples. Moore-Lawless Grain Co., Kansas City, Mo.

**HOT AND DAMAGED CORN** of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

**J. A. Bushfield & Co., Grain Brokers,** 327 Sedgwick Bldg., Wichita, Kans. Buyers of all kinds of grain for mills and elevators. Write for bids.

**GRAIN WANTED**—Screenings of all descriptions, mill oats, and off-grade grain wanted. Send liberal samples for quick sale. C. E. Dingwall, 405 Mitchell Bldg., Milwaukee, Wis.

## SEEDS FOR SALE.

**MEDIUM** clover seed for sale. Get samples and prices. W. C. Raucsher, Lockridge, Ia.

**CLOVER SEED**, free from buckhorn; prices right. Write for samples. The Pierce Grain & Hay Co., Van Wert, O.

**KAFFIR CORN** and cane seed for sale. Prices and samples furnished on application. Address F. G. Olson Grain Co., Wichita, Kans.

**CLOVER SEED**—Mammoth, Little Red, Alsike. No Buckhorn. Write for samples and prices. Oats and Corn, straight or split cars. Bourbon Elevator Co., Bourbon, Ind.

**SEED FOR SALE**—Medium and Mammoth Clover, free from buckhorn; Alsike free from sorrel; also Timothy. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

**FOR BRAN**, Shorts, Kaffir Corn, Cane, Millet, Clover, Alfalfa Seed, and Alfalfa Meal, and Red Texas Oats, write Simonds-Shields Grain Co., Kansas City, Mo., for prices. Can ship straight or mixed cars.

**THE BEST ALFALFA SEED** GROWS "OUT THERE IN KANSAS." We sell it. Ask for samples and prices. Small booklet on Alfalfa mailed free of charge. The Barteldes Seed Co., Lawrence, Kansas.

**DAKOTA SEED CORN** beats the world. Adapted for all central and northwestern states. Write for our special offer to elevator men to introduce this selected Dakota seed corn to farmers in their vicinity. Address L. N. Crill Seed Co., Elk Point, S. D.

**SEED BARLEY AND SEED OATS.** Choice Upper River Barley, absolutely clear from seeds and wild oats, good color and heavy. Choice bright, fair weight, absolutely clean, pure white Banner Oats; also choice field peas. Write for samples and prices, to R. E. Jones Co., Wabasha, Minn.

## HAY WANTED.

**HAY AND STRAW WANTED**—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

## GRAIN FOR SALE.

**RYE FOR SALE.** Write for samples and prices. The Pierce Grain & Hay Co., Van Wert, O.

**FOR SALE**—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

**DEALERS** wanting corn north and west will profit by inquiring of The Harrington Grain Co., Sioux Falls, S. D.

**MILLERS** wanting choice milling wheat of any variety can get their supply from The Harrington Grain Co., Sioux Falls, S. D.

**EAR CORN**—If you are in the market for white, mixed, or yellow ear corn, get our prices. J. G. Hermann & Co., Indianapolis, Ind.

**NEW WHEAT: TURKEY** hard and ordinary. **MILLING** wheat. Samples and prices on application. F. G. Olson Grain Co., Wichita, Kansas.

**KAFFIR CORN**—We are the largest shippers in the West. Correspondence invited. If you want to get Kaffir direct from where it is grown, write to J. C. Haines & Co., Augusta, Kans.

**FOR SALE**—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

**NEW KAFFIR CORN** and Milo Maize will soon be moving. Drop us a card if you want our regular quotations. Western Grain Co., Wichita, Kan.

## SEEDS WANTED.

**FIELD SEEDS** and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

**QUOTE US** Millet, Kaffir Corn, Milo Maize, Cane Seed. Address The Quaker Oats Co., Chicago, Ill.

**WANTED**—German and Siberian Millet, Cane and Kaffir in car lots or less. Archias' Seed Store, Sedalia, Mo.

**SEEDS WANTED**—Clover, Timothy, Blue Grass, Orchard, Millet, etc. Send samples, D. I. Bushnell & Co., St. Louis, Mo.

**WANTED**—Clover Seed. Will buy bad Buck-horn lots, and Clover tailings. Send fair, average samples, with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, O.

**FIELD PEAS**, Scotch, Green and Yellow, Pop Corn, Kaffir Corn, Millets and Speltz. Send samples, quote prices, and give freight rates to Pontiac, Mich. Address The C. E. DePuy Co., Stockbridge, Mich.

**WE ARE** buyers of Medium, Mammoth Clover and Timothy Seed. Please send samples. We are sellers of Canadian Alsike. Write us for samples and prices. The Steele, Briggs Seed Co., Limited, Toronto, Ont., Canada.

**SUNFLOWER SEED WANTED.** We wish to get in touch with anyone who has large or small quantities of sunflower seed for immediate shipment. Let us know what you have and we will make you a bid. Address Sunflower, Box 10, Grain Dealers Journal, Chicago.

**WRITE US** FOR QUOTATIONS ON COTTON SEED MEAL  
H. J. HASENWINKLE COMPANY  
MEMPHIS, TENNESSEE

**CARGILL ELEVATOR COMPANY**  
Wholesale Dealers in Field Seeds  
MINNEAPOLIS, MINN.

**NEW KAFFIR CORN** J. R. Tomlin Grain Co.  
Kansas City, Mo.  
GET OUR PRICES

**THE ALBERT DICKINSON CO.**

Clovers  
Timothy  
Flaxseed  
Bromus inermis  
Dwarf Essex Rape Seed  
Main Office, CHICAGO, ILL.

**SEEDS**

Blue Grass  
Orchard Grass  
Millets, Hungarian  
Redtop, Seed Corn  
Peas, Beans, Bags, etc.  
MINNEAPOLIS, MINN.

**MILWAUKEE BAGS**

never "get the sack" after a man has once used them. They are made good to "make good"—just a little stronger and better than the work for which they are built requires. Write for Samples and Prices.

**MILWAUKEE BAG CO., Milwaukee, Wisconsin**

**MILWAUKEE BAG COMPANY**

WE wish to extend to our hundreds of patrons our appreciation for the splendid patronage we have received during the past year—1908. We do not feel we have gotten scores of orders from grain dealers because they are especially fond of us, or recognize the value of experience in building grain cleaning machinery, but rather, because of the intrinsic merit of our machinery. We acknowledge no superior when it comes to building grain cleaning machinery. We pride ourselves upon being able to give value received for every dollar paid for our machinery. We have kept to the forefront in building, perhaps just a little ahead of the times, and we mean to stay there.

We want you to enjoy every minute of your Holiday season, then, when you settle down to work, remember us. Write us a personal letter about the machinery you will need during 1909. Send for our catalog or forward an order.

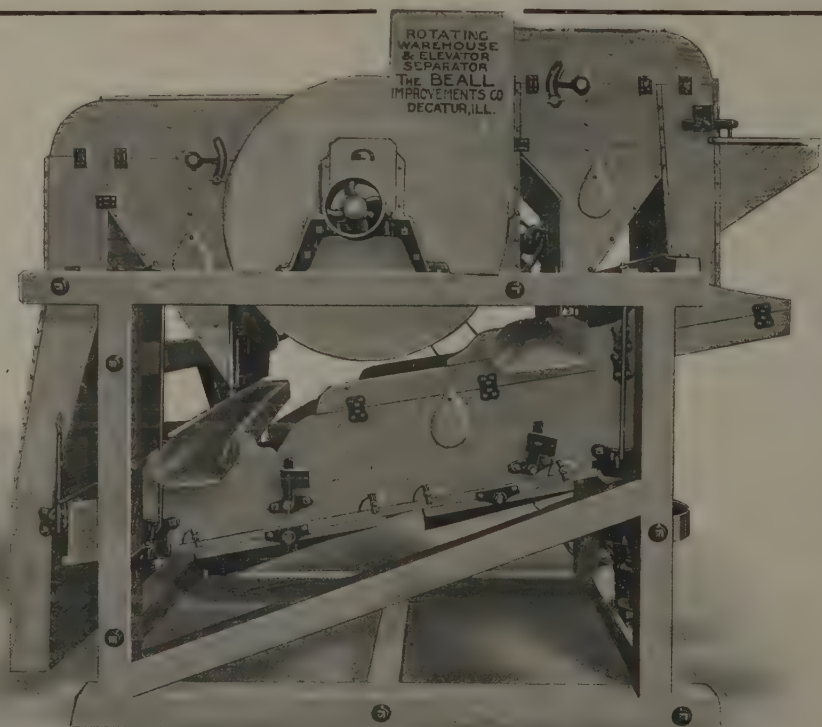
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W. J. Scott, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667.  
Southwestern Office: 225 Exchange Bldg., Kansas City, Mo.  
C. L. Hogle, 623 Board of Trade, Indianapolis, Ind.  
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N. W. REPRESENTATIVES  
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Send for 1909 Catalog



Here  
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is!

The best Grain  
Separator ever  
offered to grain  
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Write for our new  
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No. 10.

The Beall  
Improvements  
Co.  
Decatur, Ill.



## GRAIN DEALERS JOURNAL

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### The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., DECEMBER 25, 1908.

Let us claim a bounteous meed from wealth and pride,  
Shed kindly blessings 'round  
'Till no aching heart be found  
And then all hail to Merry Christmastide.

THE STAFF of the Grain Dealers Journal extend the Season's Greetings to their many friends and patrons and wish all a very Merry Christmas and a Happy New Year. May it bring you much joy and thoro contentment.

BUCKET-SHOPS are promised the close attention of a number of congressmen during the present session of Congress. Many states have successfully outlawed these institutions. When Congress follows suit, as it should have done years ago, nothing will be left for these bettors on market quotations except to jump into their own pool.

VERBAL CONTRACTS made over telephone or otherwise, shud be promptly confirmed in writing. Then neither party thereto has any excuse for not having a clear understanding of the transaction. Drops in the market, such as have been experienced recently, have always had a tendency to induce buyers to take exceptions to the terms of their contracts and crawl out of their agreements, if ever so small a hole could be found.

OPEN CORN CRIBS advertise a warm welcome to nightly visitors. Lock up.

THE GRAIN DEALERS Ass'ns owe it to their members to make an organized protest against the onerous conditions of the uniform B/L now being used.

LEAKY ROOFS of grain cars, and especially those 'sent to the Gulf Ports, need careful coopering, else shipment is likely to be damaged by water.

HOLES for belting which are so poorly placed or made as to fray the edge of the belt should be enlarged so as to reduce the fire hazard and expense for belts.

IT IS the privilege of country buyers to pay the same price for dirty grain as for bright, sound, clean grain; but they cannot expect to sell such stuff for the same price.

WHEN an elevator gets so dirty the mutual fire insurance companies will not insure it, the owner needs to awake his helper or get a new one. He always carries too much of the risk to invite a fire.

THE SCALEAGE controversy at Baltimore still remains unsettled and the railroad elevators are docking shipments an arbitrary amount when grain is taken from their elevators to allow for shrinkage in handling.

CORN SHIPPERS should not overlook the oft-repeated suggestion of Chief Inspector Richeson, in Letters in this Number, to the effect that cleaning corn adds much to its carrying quality and, of course, improves the grading in the terminal market.

GOOD CORN in open cribs and piled on the ground makes one wonder if the farmers guilty of such slothfulness deserve a good crop. If buyers would discriminate more sharply against corn covered with snow, ice and mud the farmers would take better care of it.

A TEXAS grain dealer complains, in this number, of inability to secure a settlement for fire loss on contents of his grain warehouse, insured in stock companies. The supply of strong, well-managed mutual companies, making a specialty of grain elevators and their contents, is such that no man is excused for turning his business to the stock companies.

SOME SHIPPERS seem to feel that grain on the way to small markets, before the recent slump, was unfairly graded, upon arrival. Can it be possible that self interest of the inspection rule-makers forces a multiplication of the requirements, in order to gain admission to the better grades immediately after a drop in the price of grain sold previously?

SOME Michigan hay shippers have received a Christmas present in the form of a removal of quarantine regulations and it is expected that within a few days, the quarantine will be raised on all except five counties in the immediate vicinity of the cattle first afflicted.

A SET-SCREW recently whirled a Texas elevator employe into eternity and again emphasized the fact that there is need of more careful protection of these death-traps. If lines of shafting must be used, the elevator owner, as well as the employe should use his spare time to cover set-screws so as to prevent anyone being caught.

SPECULATION on the New York Exchange is to be investigated by a commission recently appointed by Gov. Hughes, and there seems to be an impression abroad that an effort will be made to check trading in grain futures in advance of the planting of the crop. The grain trade is best fitted to reform the methods in vogue, and by doing it voluntarily, will escape being burdened with unjust and unnecessary laws.

IT WOULD SEEM that track buyers who bid "for 3 or better corn" and permit sellers' grain to be placed in condition at his own expense, so as to pass grade, are much more fairly disposed towards shippers than those who arbitrarily establish a scale of heavy discounts for off-grades. However, shippers who find much dissatisfaction in selling to those who heed arbitrary discount rules, have the remedy in their own hands. They can sell to others.

FIGHTING Grain Dealers who complain of the lack of profits in the grain business, seem to ignore the fact that it takes two to bring about an over-bidding contest for grain. Unless each insists on having all the grain marketed at the station, and offers more than his competitor, no fight will ensue. The trouble with too many of the dealers is not that they fear loss of business, but prejudice against competitors prevents their treating him cordially, or giving fair consideration to their own interests. Hatred never helps anyone.

YEARS ago it was that the time was not far distant when grain would be conveyed about elevators and mills by air currents, and a number of plants were installed. The work was done satisfactorily, but the expense of conveying the grain was so great that most of the plants have long since been abandoned. Tyler & Co., of Junction City, Kans., who displaced their pneumatic conveyors with mechanical carriers, recently write that "by moving our steel tanks to the end of the grain elevator we have been able to convey grain in and out of house at a greatly reduced expense."

SHIPPERS of Southwestern Michigan, who operate grain elevators and buy grain direct from farmers, have suffered so long from the many abuses encumbering the trade, that a movement is now on foot to organize an Ass'n. for the promotion of their own interests. In other words, the membership will be confined to country shippers. Many of the problems confronting the shipper, are of no interest whatever to the dealer in the terminal market, and all such can best be handled by local organizations. Affairs of interstate and national interest should be left for the national ass'ns.

AS HERETOFORE, the North Dakota legislators who were filled with a deep-seated prejudice against Minnesota's inspection of grain, are making a determined fight to induce Congress to enact laws which will require the Federal Government to attempt to serve the grain trade of the country in the capacity of grain inspectors. Ninety-five per cent of the grain inspected by the official grain inspectors of this country, is owned, when inspected, by the grain dealers and millers of the land. They do not want political inspection and do not ask for it. In fact, most of them are very bitterly opposed to any more interference with their business by the politicians.

INTEREST on advances made on shipments of grain, should not be charged after weight is obtained. Until then, settlement cannot be made and any advance made by a grain commission merchant to his country shipper is money provided out of his own capital. The commission merchant is not a dealer in grain except as the representative or agent of the shipper. His only profit from the transaction comes in the form of a commission; hence he cannot afford to borrow money to advance to shippers unless they pay interest on the money secured. As is declared elsewhere in this number by the Board of Trade Committee, it was never the intention to charge interest after weight is obtained.

SAND in oats is the latest mixture made by farmers to squeeze money out of the grain buyer. Charles V. Barr, of Plainfield, Ill., writes: "Some of my farmer friends claim that I received a load of sanded oats at my Caton Farm Station and the weight would indicate that they were right." Dealers often complain that farmers mix screenings, sticks, and dirt in the small grain, and it may be some of them have sprinkled their oats before starting to town, but the man to mix in sand is the latest and greatest offender. He seems to have gone about it in a wholesale way. His neighbors say that he shipped in a car load of white sand. With sharks of this character abroad in the land, it behooves every grain buyer to keep an eagle eye on the stuff poured into his dump.

#### CARS LEAKING IN TRANSIT.

The first car to be reported to us as having been wrecked in transit, was C., R. I. & P. R. R., No. 50098.

I. C. R. R., No. 39580, passed Austinville, Ia., Dec. 22, leaking at the forward drawbar. It was loaded with shelled corn and carded "Hawthorne, Ill."

C., R. I. & P., car. No. 58,334, was leaking in yards at Chickasha, Okla., morning of Dec. 12. The leak was due to poor cooping of grain doors. The yard men broke the seal, opened the door, and covered the leak so that car may have arrived at destination in good condition.

Shippers who neglect to coopeer their cars thoroly must not overlook the fact that their shipments may be coopeered in transit. It seems certain that many of the leaks are due to careless cooping.

Whenever you see any cars leaking in transit, please send us a full statement of the facts, such as kind of grain, car number, initial, time, place, and character of leak, that we may publish same in the Journal in the hope of helping some shipper whose grain is being wasted by poor equipment.

#### WILL ISSUE SIMPLE FREIGHT TARIFFS.

Grain shippers who have been confused and confounded by the complexity of grain tariffs and multitudinous supplements, will be delighted to hear that the Rock Island-Frisco Lines propose to inaugurate a new system of issuing freight tariffs, the prime purpose of which is to make them so intelligible that every shipper will readily be able to determine the legal rate, even tho he is not a technical rate expert.

Vice-President Biddle has been working on plans to simplify and clarify freight tariffs for some time. The new plan is to have but one tariff for each commodity, instead of having a large number of tariffs and several million supplements, as most railroads now seem to delight in. The first tariff of this character which will go into effect Feb. 1, 1909, is a lumber tariff, and cancels approximately 35 separate tariffs, in addition to many supplements. The C. & E. I., which will issue the first tariff, states expressly "in the publication of this tariff, it is the desire of these companies to place in the hands of their shippers and connections clear and complete information as to lumber rates, not only from the gateways from which these companies operate, but in a special section provide rates to the particular gateways, so that the person using this issue will have in one tariff complete information concerning rates from the point of origin of the lumber to the final destination of the consignment."

As further evidence of the company's desire to place the information in its

freight tariffs within the reach of all who can read English and of simplifying its tariffs even more than in its first effort, it extends an invitation to shippers to favor the management with both suggestions and criticisms. It is the aim of the railroad company to perfect a freight tariff in one issue which will meet the requirements of every shipper and as these tariffs are to be issued for grain and coal, as well as lumber, the grain shippers on these lines are soon to be able to determine definitely the legal rate. They will not be dependent upon an overworked, incompetent station agent, who doesn't know whether he has all the tariffs and doesn't care. This seems to be the first real advance toward simplicity of freight tariffs, but we feel confident that it will lead to other reforms greater than are now thot possible.

#### SHIPPERS' PROFITS WIPED OUT BY FREIGHT AGENTS' ERRORS.

Several complaints of error in quoting freight rate on grain, are recited by correspondents in our Department devoted to "Letters," this number. It does not matter to the average freight official that his error causes grain shipper to suffer loss, where he had figured on realizing a profit.

The law and the decisions of the Interstate Commerce Commission are very clear and to the effect that there can be but one legal rate. To grant or accept any other rate is a violation of the Hepburn Act and punishable by a very heavy fine. But judging from the frequent complaints from grain shippers, who were induced to make shipments which they would not have made, had freight agent quoted the correct rate, the freight rate clerks are exceedingly careless, or else they *intentionally* mislead the shippers for the purpose of producing business.

The Elkins Act provides that whenever any carrier files with the I. C. Commission or publishes a particular rate, and its officers or agents *knowingly* offer to depart therefrom, shall be deemed guilty of misdemeanor. As the punishment is a fine of not less than \$1,000, nor more than \$20,000, no offender will ever admit to having *knowingly* quoted other than the legal rate. The freight tariff schedules are so involved, so complicated, it is easy for a freight agent to encourage business by quoting a rate lower than the legal rate, as none could prove he *knowingly* erred.

In order to learn just how much shippers of grain have been imposed upon in this matter, we would like very much to have a clear, succinct statement of each shipper's losses due to error of freight agent, in quoting rate. A comparison of experiences in this matter may prove of much value to shippers and lead to a remedy. Let us hear from you.



## BUFFALO ADOPTS UNIFORM GRADES.

The Buffalo Corn Exchange is the last grain inspection authority to declare in favor of the uniform grades adopted by the dealers at the St. Louis Convention in October, and it will put the rules into force with the new crop of 1909.

The Indiana Millers Ass'n, at its annual meeting on the 15th inst., also decided that the thing to do was to try uniform grades, and accordingly, adopted a resolution, endorsing the National Ass'n rules.

The list of those who have adopted, or endorsed the rules, now includes the following;

Toledo Produce Exchange,  
Cincinnati Chamber of Commerce,  
Peoria Board of Trade,  
Ohio Millers Ass'n,  
Illinois Grain Dealers Ass'n,  
Buffalo Corn Exchange,  
Indiana Millers Ass'n.

We will gladly add the names of others as rapidly as they see fit to join in the procession.

## THE GRAIN TRADE FOR 1908.

The perspective of the year 1908 is not yet clear. The majesty of mountains, their outlines, their perspective, is dimmed in their midst. So the notable things which have happened in the grain trade are too close to us now to be studied intelligently. Distance will lend them value. If we assume for a few short paragraphs, the role of a prophet, it would seem reasonable to assume the chronicler of 1908 grain trade history will especially note increased tendency toward co-operation among those engaged in buying and selling grain; the financial emancipation of the producer and his elimination as a business barometer; notable strides among business men toward a practical adoption of the Golden Rule as expressed in "Square Deal"; adoption of Uniform Rules for grading grain by the Grain Dealers National Ass'n and more harmonious relations between railroads and shippers.

Co-operation as exemplified in the association work of the grain trade for the past year has not meant combination; it has meant a friendly understanding among dealers, concerning the common troubles of the trade; problems arising from the stupendous task of caring for bounteous crops from the time grain leaves the producer in the Mississippi "bread basket," until it reaches the consumer represented by Kings and Artisans, Monarchies and Republics, encompassing the population of the earth. The spirit of Christmas tide has permeated the entire trade thru 1908 for there has been more peace, more arbitration, more lasting friendships made between competitors than ever.

1908 is a record year for high grain prices. Never has the farmer been so well paid for his produce following abundant harvests. Poets and orators have long made him a pet theme for their eloquence, this "down-trodden son of toil," yet he is the wealthiest per capita of all our classes; first, because consumption is increasing faster than production; secondly, the splendid commercial system comprising many grain exchanges give him the world for a market. He is no longer the barometer of business conditions, for his prosperity was never greater, while the consumers who outnumber him 8 to 1, have had a hard year. The panic of 1907 which sent the prices of stocks on a bewildering slump, left high grain prices untouched. Consequently 1908 has been a hand-to-mouth year—the producer with bulging bins waiting for a higher price, and the consumer with empty bins waiting for a lower with general business intermittent. Canadian and Argentine grain has been imported and the consumer, already taxed to the utmost has been paying Uncle Sam 15c per bushel tribute money, while the producer is rolling in wealth and automobiles; it may be solved by a regeneration in business followed by higher wages, thus furnishing the consumer more purchasing power.

Thousands of men engaged in the grain trade in the U. S. absolutely devoid of any professed orthodox principles are insisting upon honesty in business, because they realize that from every standpoint, even excepting the moral, "honesty is the best policy." If we cannot do business on a Square Deal basis, we'll get out" has been thot, written and spoken by the best members of the trade this year.

RAILROAD COMPANIES which enforce any of the provisions of the Uniform B/L against any shippers must enforce the same conditions against all. To exempt any is to discriminate—a misdemeanor forbidden by both the Elkins and the Hepburn acts and punishable by heavy fines. The conditions are unreasonable and unfair and the sooner the grain shippers protest the sooner will relief be granted by the carriers, all of whom now recognize the illegality of the conditions being forced upon shippers. No shipper who is alive to his own interests is signing the Bs/L except that he write "signed under protest" above his signature.

A LOADING FEE is one of the prizes the country elevator man has long desired, one he has felt fully entitled to, and especially sought by those dealers who keep their elevators open the year 'round for the reception of grain to be loaded into cars in bulk. The railroad companies accept grain in bulk for transportation, yet few of them provide any depot facilities at any stations for handling grain in this form. It is encouraging to note that the L. H. & St. L. Ry. has filed a tariff with the I. C. Commission No. 534, providing for an allowance of three-fourths of a per cent hundred pounds for grain loaded into its cars at Evansville, Ind., and Henderson, Ky., and forwarded via its line, to any point of destination. This is a generous loading fee and we are at a loss to understand why the railroad does not grant the same allowance to every elevator on its line. If one is entitled to it, all are.

## From Your Competitor.

Give me your hand, my rival  
For the favors of the queen.  
Her smiles are ample for us both,  
And plenty we shall glean,  
When Ceres brings the harvest  
Of rich and golden grain,  
She loves us all, and calls us,  
To follow in her train.

Give me your hand, my rival  
For the profits of the trade.  
There's nothing good in jealousy,  
And Fortune—"fickle jade"—  
Helps nothing done in malice,  
In trickery and cheat,  
But laughs and sings with Friendship,  
In the fields of corn and wheat.

Give me your hand, my rival,  
In a hearty, cordial way.  
It warms the soul, old fellow,  
And it brightens any day.  
Let's give and take, and jollify;  
There's nothing in a frown;  
A smile's a ray of sunlight,  
Reflected from God's crown.

Give me your hand, my rival,  
The clasp of friendly hands  
Is strength, and cheer, and happiness,  
It binds in golden bands  
The aims that bring achievement;  
'Tis the lock that hinders hate;  
The bar to unbecoming greed;  
The guide to Fortune's gate.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### SHOULD FREIGHT REFUNDED IN ERROR BE REPAYED.

*Grain Dealers Journal:* With reference to your editorial in Journal for Dec. 10th, regarding rates quoted to shippers by the railroad agents which are not correct, and for which errors the railroad companies are not now liable. Your editorial fully covers several claims which we have had and one in particular, which is before us at the present time, and regarding which we would like to have your opinion.

We had an inquiry for a car load of malt from the Springfield Brewing Co., Springfield, Mo., asking us for our lowest delivered price, and we inquired of the C. M. & St. P. R. R. rate clerk here the rate from Milwaukee to Springfield, which was given to us as 11½¢ per cwt. Sale was made based on this rate and shipment moved on Nov. 2d, 1907 correctly routed, and rate of 11½¢ inserted on B/L from Milwaukee, Wis., to Springfield, Mo.

When the car reached Springfield, consignee was obliged to pay freight at the rate of 14¢ per cwt., an apparent overcharge of 2½¢ per cwt., for which amount we made claim on the C. M. & St. P. R. R., and which claim was paid by them on Jan. 3d, 1908. On Oct. 7th, 1908, the C. M. & St. P. Agent here called on us stating that they had paid the claim in error, and that the rate of 14¢ per cwt. as paid by consignee, was correct and that the rate of 11½¢ per cwt. given us by his rate clerk and inserted on B/L by their B/L clerk was not correct and under the Interstate Commerce Rules the amount of our claim paid to us on Jan. 3d, 1908, must be refunded to them.

We have not yet complied with their request, and it is certainly unjust if we are obliged to do so, as we were entirely innocent in this case, it being very difficult to obtain the necessary tariffs here to show the rate to Springfield, Mo. We accepted the rate furnished us by their rate clerk as being correct and sold a car of malt based on that rate. We would like to have a suggestion as to which would be the best course to pursue in this matter, and would also like to hear as to what course shippers could pursue so that rates quoted by rate clerks or agents of R. R. Cos. will govern.

We might add that it is frequently heard when making complaints of this kind that shippers who suffer are advised to take up the matter with the Interstate Commerce Commission. We find, however, that it involves both considerable time and expense in order to get our rights in these matters through the Interstate Commerce Commission, and often claims, tho just, are not large enough in amount to warrant bringing before the Commission, as the expense and loss in time in many instances are greater than the amount of claim altho the sum total during the year of the various claims is considerable.—Yours very truly, P. C. Kamm & Co., Milwaukee, Wis.

### CAN BUYER BE HELD TO CONTRACT?

*Grain Dealers Journal:* I bot a farmer's corn and paid him 75 cents per bu. I called up a buyer from a neighboring town and sold the corn to him in the name of the farmer that owned the corn, for 76 cents. Now the buyer claims that I told him when I sold the corn that I heard that other towns around him were paying 76 cents. He alleges he would not have paid this price had I not told him about the neighboring towns. On these grounds he wants to pay only 75 cents per bushel. Can he be held for the price he bargained to pay?—Illinois Dealer.

*Ans.:* What you may have told buyer, regarding actions of other buyers, has no bearing whatever on his agreement to pay you 76¢. Had you agreed to deliver a certain grade or quality of corn and then failed to fulfil your part of the contract, he might have some excuse for asking a reduction in price. We see no reason why he cannot be held to his agreement.—Ed.

### DAMAGES ON VALUE AT ORIGIN OR DESTINATION?

*Grain Dealers Journal:* Three cars of wheat were wrecked on the Great Northern near Minneapolis, the wheat being damaged so that it could not be applied on contract. I was in Ohio and could not ship more grain from this place, so I wired the buyers to fill my sale in the open market, which they did at a cost of 8½¢ over the price at which I had sold the wheat, causing a loss to me of \$413.88.

I accepted the original cost price of the grain from the railroad with the understanding that acceptance would not jeopardize my claim for the balance.

The freight claim agent refuses to pay alleging that the grain moved under a B/L carrying a clause that the value of the property is at the point and time of shipment. The road admits of no liability in excess of what the grain was sold for.

Have any court decisions been rendered on similar cases?—J. H. Currie, Broken Bow, Neb.

*Ans.:* In the case of C. R. I. & P. Ry., v. Planters Gin & Oil Co., 113 S. W., Rep., page 352, the court held that "Where, owing to delay in the transportation of machinery, the shipper was compelled to duplicate the same, but the carrier did not convert the machinery shipped, it was still the property of the shipper and its damage was the cost of the duplicated machinery, less the value of the delayed machinery, utilized to its best advantage."

In Wabash R. R. Co. v. Harris, 55 Ill. App. 159, the court held "If the goods were absolutely worthless the shipper could recover the full amount of the cost that he was put to, in getting their duplication."

The Court of Civil Appeals of Texas, in B. & O. R. v. Oriental Oil Co., 111 S. W. 979, held that "A stipulation in a B/L limiting the carrier's liability to the value at the point of shipment, is contrary to public policy, and void."

The grades of grain adopted by the Grain Dealers National Ass'n were approved at the recent convention of the food commissioners of the 12 southern states held recently at Atlanta, Ga. A uniform feedstuffs law also was approved to be adopted by the different states.

## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### RAILROADS QUOTE ONE RATE, BUT COLLECT A HIGHER.

*Grain Dealers Journal:* Lines quoting from headquarters one rate and charging higher rate are numerous.

The Asst. Gen. Frt. Agt. of the Clover Leaf wired us a rate on corn to Bangor, Mich., as being 10½¢ and we paid on arrival 13¢. Upon making claim thru this same gentleman's office for the overcharge we were advised that "The rate quoted was an error. The rate collected was correct."

The Pere Marquette is another of these lines. We have authority from general frt. agent's office that the rate to Louisville, Ky., is 12¢, being bridge toll, over rate to Jeffersonville, Ind., giving tariff number. Only a short time afterward we sold and shipped a car there but could not get the quoted rate. On protesting to the G. F. A. he advised that we would have to pay class instead of commodity rates as the Commission had decided that naming a rate of 1¢ over some published rate was not a proper rate. In the meantime the shipper holds the bag.

Occurrences of this kind will soon force someone to be responsible for quoted rates. As it is now no one objects to quoting a rate for there is no one responsible for it.—Stockbridge Elevator Co., Jackson, Mich.

### CLEAN CORN CARRIES BEST; GRADING AT NEW ORLEANS.

*Grain Dealers Journal:* It is pleasing to note that the missionary work which has been done in so many directions to get the country shipper to believe that cleaning his corn adds to its carrying qualities has at last shown its effect, for while we have a good crop as to quality and condition the fact of the corn being loaded clean has prevented many a car from misgrading, and I attribute the splendid grading as shown due in good part to this fact.

The corn received at New Orleans during the first three weeks of December, including Dec. 21, was graded as follows:

At export elevators; Illinois receipts: 51 cars No. 2, 187 cars No. 3, 6 cars No. 4, 1 car no grade. Kansas-Oklahoma receipts: 207 cars No. 2, 107 cars No. 3. Nebraska receipts: 6 cars No. 2, 4 cars No. 3.

At local yards; Illinois receipts: 20 cars No. 2, 25 cars No. 3, 1 car No. 4, 1 car no grade. Kansas-Oklahoma receipts: 1 car No. 4. Nebraska receipts: 17 cars No. 2, 8 cars No. 3, 2 cars no grade. Tennessee receipts: 1 car No. 4.

All cars receiving the grade of no grade was on the account of cars having leaky roofs, which fact was noted on our inspection certificates.

As to the basis on which corn is bot for this market, I will state that all bids are made for No. 3 or better corn and any corn grading below the grade of No. 3



is conditioned at the shipper's expense, he being charged for the actual loss suffered in the treatment and the cost of conditioning.

We find that fully 95% of shipments showing defects were so on account of faulty equipment, and in a great many cases the boxes of cars have indicated that they are unfit to hold the grain placed in them. Faulty cooping I find is responsible in a measure, but it is gratifying to note that seeming carelessness on the part of the shipper is fast diminishing.—W. L. Richeson, Chief Inspector and Weighmaster, New Orleans Board of Trade, New Orleans, La.

## LOST HEAVILY BY STATION AGENT'S ERROR.

*Grain Dealers Journal:* We notice what you say in your last number in regard to making railway agents responsible for rates quoted. We believe this ought to be done, as we have had some experience for which we paid rather dearly.

We had occasion to ship some corn from Iowa on the Rock Island to a small station about twenty miles south of Minneapolis. We called the agent up by telephone asking for rate, and he quoted us the Minneapolis rate, advising us that the station, being intermediate, took the terminal rate. We made shipment on this basis, and when we came to settle freight, found an extra charge of about two cents a hundred.

The clerk in the commercial office here claimed he was in error, as the rate to Minneapolis was a terminal rate which did not apply to intermediate stations. We accordingly had to pay the higher rate, losing heavily on the deal. Yours very truly, E. A. Brown & Co., Minneapolis, Minn.

## PIPING BETWEEN COOLING TANK AND ENGINE.

*Grain Dealers Journal:* I read in the Journal that C. H. Wade of Paris, Ill., could not get the water to pass thru the cooling jacket on his gasoline engine, a very simple matter.

Do not have the engine and the water tank too far apart. Let the lower pipe, B, in the engraving herewith, rise up from the tank to the engine. The

upper pipe, A, should be so fitted that it rises from its joint with the upright pipe to the tank about 2 or 3 inches.

The overflow pipe should have a fall of 6 inches from its outlet at mixing chamber to the gasoline tank. If gasoline tank is placed far away give the pipe more fall.—John Hofseth, agent W. T. Barstow Grain Co., Farwell, Neb.

## Stealing of Grain Encouraged by Court's Laxity.

Hundreds of families at all the larger terminal grain markets almost wholly subsist on the revenues they derive from the grain, coal and other produce they sweep and steal from cars or gather up from the railroad tracks. Almost any time one can see around the dust piles, and in many of the railroad yards adjacent to the grain elevators, men, women and children with bags, baskets and brooms gathering up grain to sell or to feed to their poultry and stock, if they are fortunate enough to have any.

The question of preventing these people from infesting the various railroad yards is a perplexing one, and is causing railway officials much worry and annoyance. Not only are these trespassers continually stealing lumber, grain doors, grain, coal and so forth, but every day or two one or more of them are killed, maimed or injured by cars in switching.

Courts, generally, do not seem to realize the enormity of the damage and loss caused by this class of marauders; nor how seriously their depredations oftentimes affect the buyers and sellers of coal and grain, as well as the transportation companies. Take coal for example: Almost any day one can see scores of men, women and boys in the various terminal yards and at crossings throwing great lumps of coal from passing trains. Thousands upon thousands of tons are stolen in this manner every year. The railroads and protective associations cannot stop this robbery for the reason that the courts for the most part will not punish the culprits.

Nor do the courts, as a rule, see any harm in permitting these trespassers to sweep grain from cars, altho this sweeping results in abuses costly to buyers, sellers, shippers and to the railroads.

The judges do not take into consideration the fact that sweepers damage prop-

erty worth thousands of dollars by mutilating the inside linings of cars in getting grain that may have lodged in the lining pockets; nor do they know that these sweepers, being dissatisfied with the sweepings, often rob full cars, and even steal car brasses. Moreover, the sweeping practice enables those who do steal and those who buy the stolen grain to evade liability under the plea that they were only sweeping empty cars, or "We were told the grain we bot was sweepings."

Too many courts take the wrong view of the subject. If they would fine these sweepers, even a dollar, it would no doubt have the desired effect of keeping them off the railroad tracks. As a matter of fact, what right has anyone with bags, baskets and brooms in the railroad yards where grain and merchandise are stored. And yet it was only recently that a certain judge of Chicago threatened to punish a railroad watchman for appearing before him to prosecute men he had arrested for sweeping cars. Thus encouraged to trespass on railroad property, the grain thieves, car sweepers and grain door robbers, usually young hoodlums who spend their time rushing the can and men who will not work, laugh at the railroad watchman.

There are four reasons or conditions chiefly to blame for the prevalence at various terminal markets of the depredations described. They are as follows:

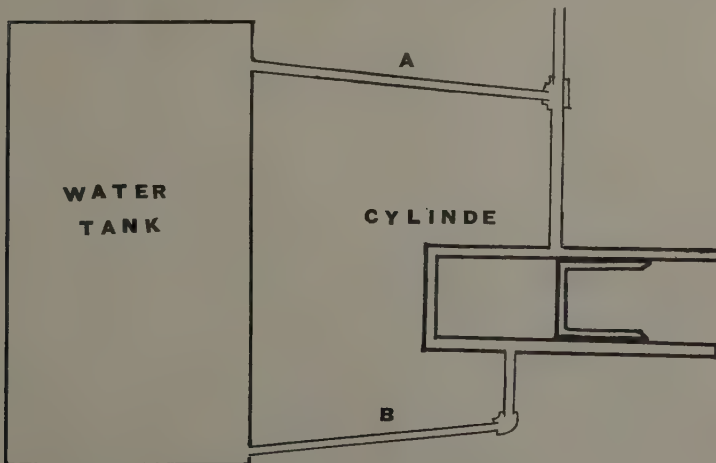
1. The property adjacent to railroad tracks and yards, unless elevated, is usually undesirable as residence property and its value, therefore, has much depreciated. This fact, together with the very undesirable locations of many railroad yards, makes the rent of adjacent property very cheap, thereby attracting the poorest and sometimes most ignorant and criminal class of families. Many of these teach their children to steal anything of value to be found in railroad yards, such as car brasses, grain, coal, wood, lumber, car doors and so forth. In consequence, many railroad yards are sometimes overrun with petty pilferers.

2. The watching and detective service of the average railroad is very inadequate. The men employed to look after this work are too few in number and as a whole lack the qualifications necessary for this class of work. Then again, the extent of territory each watchman is supposed to cover is too great to afford adequate protection. Furthermore, the remuneration paid for this work is entirely too small to attract active, wide-awake men. Many roads pay only \$45 to \$50 for one month's work, equaling 80 12-hour working days. The result is experienced, capable watchmen will not accept responsibility for guarding railroad property unless necessity compels them to do so, as such salaries are entirely too small for a man with a family to make ends meet in a large city.

3. Municipalities will not furnish police protection for railroad property such as is stored on railroad tracks and in railroad yards.

4. Courts, generally, not being cognizant of the enormous value of the property taken and destroyed by trespassers, hesitate to punish those brot before them for sweeping and trespassing.

The production of distilled grain spirits for the fiscal year 1908 was 126,989,740 gallons, a decrease of over 40,000,000 gallons from last year. The production of denatured alcohol was 3,321,451 gallons, a decrease of 240,000 gallons over the preceding fiscal year.



Piping between Cooling Tank and Engine.

# Crop Reports

## Canada.

Quebec, Que.—The crop percentages for the year in this province, as reported by the department of agriculture, are: Wheat, 57 per cent; barley, 73; oats, 70; rye, 64; buckwheat, 71; linseed, 61; peas, 61 and corn, 76.

Winnipeg, Man., Dec. 15.—The inspected receipts of wheat to date have been 46,857 cars, equal to 43,635,350 bus. In transit not inspected, 1,630,000 bus.; in store at country points, 15,048,000 bus.; marketed at Winnipeg (not inspected), 125,000 bus.; allow for country mills, 8,000,000 bus.; allow for seed and feed, 12,000,000 bus.; making a total of 85,333,350 bus. Taking our estimate of 107,000,000 bus. made on Aug. 20 of this year, the above would leave in the neighborhood of 21,500,000 bus. of wheat in farmers' hands yet to market. We are of the opinion that this estimate is nearer the actual crop than our estimate of 99,000,000 bushels made Nov. 15 last.—Frank O. Fowler, Sec'y Northwest Grain Dealers Ass'n.

Toronto, Ont., Nov. 13.—Some of the fall wheat sprouted in the shock owing to the warm, wet weather at harvesting, but taking the crop as a whole, fall wheat may be classed as generally plump and of good quality, and the yield is above the average. The acreage of spring wheat is steadily decreasing. While there was an average yield, considerable shrunken grain was reported. A considerable quantity of barley was rather dark in color, although very good for stock feeding, which is now the chief use for this grain in Ontario. In the western half of the Province barley yielded well, and the grain was of fair weight. In the eastern counties early sown did well, but late barley was poor. Dry weather at the time of filling caused oats to be rather light in weight, and oats which were harvested late were caught by rain, causing considerable rust and otherwise injuring the straw for feeding purposes. While the total yield of oats is larger than that of 1907, it is less than in any of the five years immediately preceding. Notwithstanding the hot and dry weather during the growing period, followed by a heavy rain and hail storm in the second week of August which beat many fields down, buckwheat may be classed as a good crop, both as to yield and quality, and several correspondents are of opinion that it is going to be more largely grown next year. New fall wheat shows a decided shrinkage in area, ranging from 10 to 25%. This decline in acreage is attributed mainly to unusually dry fall weather. Corn has been the most successful crop of the season, and the best of its kind for many years, taking both yield and quality into consideration. The warm, dry weather, which affected nearly all the other field crops more or less adversely, seemed only to add to the growth of corn. The crop was good both for husking and the silo, although a little more rain at earing time was wished for in some localities. Injury from frost was very small, only a few very late fields being nipped.—C. C. James, Sec'y Ontario Bureau of Industries.

## Illinois.

Adrian, Ill., Dec. 11.—Wheat and oats nearly all out of this locality. Corn quality low; only about 50% of last year's crop to move.—Beecher Jackson, mgr. Adrian Elevator Co.

Springfield, Ill., Dec. 16.—The state board of agriculture reports the corn crop of Illinois as 213,366,000 bus. The acreage was 6,780,500, or 7 per cent less than that of 1907. Reports on this fall's sowing indicate a decrease of 15% in the acreage sowed to wheat and a decrease of 20% in the acreage sowed to rye. A decrease of 15% is reported in the area seeded to wheat this fall, as compared with 1907, 1,064,893 acres being reported. This decrease in the wheat area is due to the dry weather which prevailed at seeding time. Northern Illinois reports 32,000 acres of 20% Illinois 556,893 acres, and southern Illinois 475,444 acres. Dec. 1 the condition of the growing crop is 71% of normal, being 79% in northern Illinois, 78% in central Illinois, and 59% in the southern division of the state. This unfavorable condition of winter wheat due to lack of moisture at seeding time and drought, which was general thruout the state, broken by a rain the last week in November.

Havana, Ill., Dec. 17.—Crop yield here not more than 75%. Early in the season it was too wet and later it was too dry.—David Cox, agt. Turner-Hudnut Co.

Atkinson, Ill., Dec. 13.—There has been quite a movement of poor ear corn here, that would not shell out without a loss, together with some in driveways, otherwise the situation would be very bullish as the corn is selling at country sales at 56c to 64c. On the whole I should call the quality better than last year, with perhaps a slight increase in the quantity, though the movement of the regular winter run of shelled corn does not yet confirm this.—R. P. Macauley.

## Indiana.

Letts, Ind., Dec. 11.—Wheat very small and stand is poor. Old crop almost gone.—Geo. W. Moor.

## Iowa.

Akron, Ia., Dec. 17.—About 30% of the corn has been marketed at this station.—Ogden Bros.

Charlton, Ia.—More and better corn is being marketed at our stations than usual.—H. B. Stewart.

Red Oak, Ia.—Little corn coming to market. Much being fed and held for higher prices.—G. A. Stibbens.

Washta, Ia.—We have a good crop, best for a number of years. Suffering from car shortage.—Kennedy & McGonagle.

Ackley, Ia., Dec. 10.—Corn, yielding 10 bus. per acre more than last season; quality 50% better; movement light; 48c for No. 3 corn.—B. F. Held.

Sexton, Ia., Dec. 15.—Corn yielding same as last season; quality 40% better; 70% will grade No. 3. Movement very light; 48½ for No. 3 corn.—W. A. Hager.

Steamboat Rock, Ia., Dec. 10.—Corn yielding 50% better; quality 25% better; 90% will grade No. 3; 20% will be marketed by Jan. 1; 48c for corn.—H. Potgeter.

Geneva, Ia., Dec. 11.—Corn yielding 60% more than last season; quality 50% better; 95% will grade No. 3; 25% will be marketed by Jan. 1; 48c for No. 3 corn.—H. W. Ibbling.

Hampton, Ia., Dec. 11.—Corn 200% of last year's crop; quality 150% better; 90% will grade No. 3; 20% will be marketed by Jan. 1; 48c for No. 3 corn.—O. W. Maxwell.

Sheffield, Ia., Dec. 11.—Corn yielding 85% more than 1907; quality 80% better; 2% of the new crop will grade No. 3; 25% will be marketed by Jan. 1.—Williams Bros.

Hampton, Ia., Dec. 11.—Corn yielding 95% more than last season; quality 100% better; 80% will grade No. 3; 25% of the new crop will be marketed by Jan. 1.—J. Pohl.

Sexton, Ia., Dec. 15.—Corn yielding 50% more than last season; quality better; 90% will grade No. 3. Movement light on account atmospheric condition.—W. F. Lehman.

Marshalltown, Ia., Dec. 8.—The corn crop in this section of the country is very good and is commencing to move quite freely.—A. D. Swisher, Swisher-Lang Grain Co.

Marshalltown, Ia., Dec. 9.—Corn quantity 33% greater than last season; quality 50% better; 75% will grade No. 3. Farmers are holding for higher values; 51c for No. 3 corn.—W. H. Sloppy.

Wesley, Ia., Dec. 15.—Corn yielding 90% of last year's crop; quality 100% better; 90% of this year's crop will grade No. 3; 25% of this crop will be marketed by Jan. 1.—Fred Anderson.

Eldora, Ia., Dec. 10.—Corn yielding 40% better than 1907; quality 40% better; 50% of the new corn will grade No. 3; 25% will be marketed by Jan. 1; 48c for No. 3 corn.—E. P. Davis.

Rockwell, Ia., Dec. 11.—Corn yielding 85% more than last season; quality 90% better; 50% of this year's crop will grade No. 3; 3% of this year's crop will be marketed by Jan. 1; 50c for No. 3 corn.—F. Campbell.

Wesley, Ia., Dec. 15.—Corn yielding 50% more than last season; quality much better. At the present atmospheric condition corn grades no better than No. 4; 25% will be marketed by Jan. 1; 47c for No. 3 corn.—H. F. Kunz.

Mason City, Ia., Dec. 12.—Corn yielding 30 bus. per acre. Last season no corn raised in this locality; 65% will grade No. 3 later. Farmers not disposed to sell under 50 to 51c; 47½ to 49c for No. 3 corn.—R. J. Zingre.

Britt, Ia., Dec. 14.—Corn yielding 30 bus. per acre; no corn raised in 1907; quality good; 50% of this year's crop will grade No. 3. Movement of corn slow; 48c for No. 3 corn.—C. E. Buzick.

Union, Ia., Dec. 9.—Corn quantity 20% greater than last year; quality 50% better; 80% will grade No. 3. Movement light; farmers holding; to 50½c for shelled corn.—C. V. Peckham.

Britt, Ia., Dec. 14.—Corn yielding ½ more than last year; quality 30% better; 55% of this year's crop will grade No. 3; 15% will be marketed by Jan. 1; 50c for ear corn.—Geo. Hardrick.

Clear Lake, Ia., Dec. 12.—Corn yielding 50% better than 1907; quality 50% better; 65% of this year's crop will grade No. 3; 10% will be marketed by Jan. 1; 48c for No. 3 corn.—S. J. Clausen.

Britt, Ia., Dec. 14.—Corn yielding 10% more than last season; quality 12% better; 10% of this year's crop will grade No. 3; 50% will be marketed by Jan. 1; 48c for No. 3 corn.—Nels Larson.

Liscomb, Ia., Dec. 9.—Corn quantity 15% greater than last season; quality 30% better; 75% will grade No. 3. Movement of grain light; farmers inclined to hold; 50c for No. 3 corn.—F. C. Nichols.

New London, Ia., Dec. 16.—Oats about all in and farmers not selling much since market broke. Lot of corn came in when paying 55 to 57 cents.—L. G. Gimer, mgr. New London Farmers Eltr. Co.

Garner, Ia., Dec. 12.—Corn yielding 50% better than last season; quality 50% better; 85% of this year's crop will grade No. 3; 25% will be marketed by Jan. 1; 49c for No. 3 corn.—E. T. Wisson.

Rockwell, Ia., Dec. 11.—Corn, yielding 90% more than last season; quality 95% better; 25% will grade No. 3; 50% of this year's crop will be marketed by Jan. 1; 48½c for No. 3 corn.—M. E. Cardwell.

Ventura, Ia., Dec. 14.—Corn yielding 75% more than last season; quality 50% better; 50% of this year's crop will grade No. 3; 50% will be marketed by Jan. 1; 47 to 49c for No. 3 corn.—H. E. Thomas.

Des Moines, Ia., Dec. 10.—Sixty-five per cent of the marketable portion of the last oat crop has now left farmers hands compared with 57% one month ago, and 69% one year ago; 15% of the corn will grade No. 2, 55% No. 3, 22% No. 4, 8% No Grade; 77% is the comparative percentage of farm consumption of corn with last year based at 100; 107% is the comparative percentage of acreage of winter wheat planted and 87% is the comparative percentage of growing condition with last year based at 100; 67% of reports advised that farmers will market their corn free at present prices and indicate that they will not. Indications are that a decline of 5c per bushel in corn will result in considerable increase in cattle feeding. As finally compiled the crops of Iowa are as follows: Winter wheat, 2,004,804 bus. on 87,930 acres; against 1,637,385 bus. on 87,458 acres in 1907; spring wheat, 5,120,000 bus. on 304,770 acres; against 3,889,314 bus. on 311,586 acres in 1907; corn, 302,384,088 bus. on 7,957,476 acres; against 249,594,000 bus. on 8,149,973 acres in 1907; oats, 101,799,725 bus. on 4,224,055 acres; against 108,027,946 bus. on 4,260,142 acres in 1907; barley, 9,503,000 bus. on 377,000 acres; against 9,822,000 bus. on 388,250 acres in 1907, and rye, 793,000 bus. on 48,843 acres, against 861,000 bus. on 48,900 acres in 1907.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

## Kansas.

Beattie, Kan., Dec. 21.—Corn fair; wheat prospects here better than they were last year. Very little grain is moving, only about 10% of last year's.—Brunswig Bros.

## Minnesota.

Kent, Minn., Dec. 10.—Grain is moving rapidly now as the price is up. About 60% of the grain is already marketed. The quality is not very good as there is snow in it.—Louis Crodry, agt. Imperial Eltr. Co.

Baker, Minn., Dec. 14.—Business is dull here now. Most of the grain around here has been marketed; probably not more than 15% is now left in the farmers' granaries.—W. L. Burnett, agt. Anchor Grain Co.

## Missouri.

Salisbury, Mo.—Although only half as much feeding as usual, our county will need at least 100 cars of corn to be shipped in. Wheat acreage is 75% of an average; condition poor.—E. J. McNabb.

Columbia, Mo., Dec. 9.—Missouri has produced this year 182,471,700 bus. of corn on an estimated area of 6,530,400 acres. This is a reduction from the acreage of 1907 of



761,400 acres. The quality of the corn this year is 81 compared with 86 for the previous year. The quality was affected more by reason of the fact that much of the corn was planted very late and did not have time to mature good sound corn. By comparison with the November report of the U. S. Dept. of Agriculture, it will be seen that the yield per acre, as estimated by the Board of Agriculture, is .9 of a bu. more than the Government estimate, but the total yield is 21 million bus. below the total estimate of the Government. The difference in the two reports is evidently on account of the Government having failed to take into consideration the abandoned area caused by excessive wet weather and overflow. The drought which prevailed over the state during August and September interfered materially with the wheat seeding, and the acreage this year is very considerably reduced. The greatest decrease is in the southeast section, where there is a falling off of 21%. The southwest section shows a decrease of 14%, the northwest, 12%, the central and northeast sections a decrease of only 6%. The total estimated acreage seeded this year is 1,650,000 compared with an acreage of 1,928,000 one year ago. The present condition of the new crop is 79, having been affected by dry weather and late seeding. This is six points below the average at the same time last year, and ten points below the average for the five years previous.—Geo. B. Ellis, sec'y State Board of Agri.

## Ohio.

Sidney, O., Dec. 22.—Growing wheat no good; not 20% condition, about 70% acreage. Corn is in fine condition but a light crop.—O. S. Marshall & Son.

Lebanon, O., Dec. 22.—We have suffered seriously from drouth and are shipping corn and oats and feeds in instead of shipping out.—Lewis Bros. & Co.

Galloway, O., Dec. 21.—The movement of grain is exceedingly light at present, which is usual at this time of the year. A large per cent of the corn has already gone to market, quality excellent. Winter wheat is small, but it looks fairly well considering the dry season we have had and are still having. Not much old wheat is left in our section.—D. B. Peters.

## Oklahoma.

Oklahoma.—The State Board of Agri. Chas. F. Barrett, sec'y, reports the acreage of wheat sown this fall as 1,128,934 acres, or 15% less than 1907; and the condition 87. The corn crop was 95,230,000 bus. on 4,241,613 acres.

## Nebraska.

Charleston, Neb., Dec. 17.—Crops are good with us. Corn went from 20 to 60 bus. per acre and good quality.—Otto Bros.

Lincoln, Neb.—Farmers are selling corn freely at three of our stations, but at the nine others are holding for 50c.—W. T. Barstow Grain Co.

Omaha, Neb., Dec. 16.—White corn is commanding a premium of ten cents over mixed and about a cent and a half over yellow.—Geo. W. Paddock.

Helvey, Neb.—The farmers are holding their corn and we are shipping in to supply the feeders, here and at Daykin. Never before was corn shipped in here for feeders.—Ewart Grain Co.

Wahoo, Neb., Dec. 17.—Winter wheat looks fine here, with about 3/4 the acreage of previous year's sown. The grain dealers in the adjoining towns report the grain movement very slow.—J. H. Swallow.

Avoca, Neb., Dec. 12.—Very little grain is moving, only about 25% compared with last year, and there won't be till spring. The farmers are holding for better prices. We have only about half a crop of corn.—Avoca Eltr. Co.

York, Neb.—Corn is of good quality, but little is being marketed. Most of our farmers have good cribs and they are holding for 50c. Wheat is of fair quality, grades 3 and 4. About half the crop has been marketed.—J. B. Foster.

Lincoln, Neb.—We have already sold 50,000 bus. of corn to stations from Fairbury north to the main line and southwest to the Missouri river. Beatrice, Tecumseh, Dewitt, Dawson, Humbolt, Pawnee, Adams are all shipping in corn.—Ewart Grain Co.

Lincoln, Neb.—The corn crop south of the Platte was only 50% of last year. We have shipped only one car out of the state but have shipped from one station to another. Farmers are disposed to hold for higher prices. The feeders are taking all the corn.—The Lincoln Grain Co.

Lincoln, Neb.—The corn crop of the southeastern part of the state and the western is proving very short. The oats crop in the southeastern part is very poor, but wheat is good. The farmers are selling corn to feeders at Kansas City prices. We have eleven eltrs. in the corn section yet will not ship to exceed 250,000 bus. corn from all.—Wright-Leet Grain Co.

## North Dakota.

Tolna, N. D., Dec. 13.—The crops here were poor this year, but of good grade. O. B. Horen, mgr. Tolna Farmers Eltr. Co.

Crarry, N. D., Dec. 9.—The crops here are light. Ten per cent of the wheat is left in the farmers' hands. Flax all in.—W. D. Hunter, agt. St. Anthony & Dakota Eltr. Co.

## South Dakota.

Worthing, S. D., Dec. 12.—Corn yielding 100% better than last season; quality good; 80% will grade No. 3; 48c for corn.—W. M. Jones.

Emery, S. D., Dec. 13.—Corn yielding 100% more than last year; quality good; 90% will grade No. 3; 42c for No. 3 corn.—P. T. Fissel.

Bridgewater, S. D., Dec. 13.—Corn yielding 80 bus. per acre; quality good; 3/4 will grade No. 3; 25% will be marketed by Jan. 1.—A. Hillmer.

Canton, S. D., Dec. 16.—Corn yielding 100% more than last season; quality 100% better; all corn grades No. 3; 50% will be marketed by Jan. 1.—C. H. Fitch.

Mt. Vernon, S. D., Dec. 19.—Corn yielding 80% more than last season; 3/4 will grade No. 3; 25% will be marketed by Jan. 1; 42c for No. 3 corn.—W. J. Baker.

Emery, S. D., Dec. 18.—Corn yielding 20% more than last year; quality 20% better; 90% will grade No. 3; 50% will be marketed by Jan. 1; 42c for No. 3 corn.—J. E. Carlson.

Emery, S. D., Dec. 18.—Corn yielding 10% more than last season; quality good; 100% will grade No. 3; 65% will be marketed by Jan. 1; 43c for No. 3 corn.—Raugust & Kludt.

Chancellor, S. D., Dec. 17.—Corn yielding 35% more than last season; quality 50% better; 90% will grade No. 3; 25% will be marketed by Jan. 1; 46c for No. 3 corn.—F. J. Meir.

Parker, S. D., Dec. 17.—Corn yielding 100% more than in 1907; quality 50% better; 100% will grade No. 3; 40% will be marketed by Jan. 1; 46c for No. 3 corn.—J. M. Still.

Mt. Vernon, S. D., Dec. 19.—Corn yielding 40% more than last year; quality 50% better; 50% will grade No. 3; 20% will be marketed by Jan. 1; 43c for No. 3 corn.—A. Gorsett.

Mt. Vernon, S. D., Dec. 19.—Corn yielding 30% more than last season; quality 40% better; 80% will grade No. 3; 20% will be marketed by Jan. 1; 42c for corn.—J. R. Thorndyke.

Lennox, S. D., Dec. 16.—Corn yielding 100% more than last season; quality 80% better, all corn grading No. 3; 1/4 will be marketed by Jan. 1; 46 1/2c for No. 3 corn.—A. C. Johnson.

Alexandria, S. D., Dec. 13.—Corn yielding 20% more than last season; quality good; 90% will grade No. 3. Delivery very slow; not much corn moving; 45c for No. 3 corn.—S. R. Hickok.

Worthing, S. D., Dec. 17.—Corn yielding 15% more than last year; quality 25% better; 50% will grade No. 3; 25% will be marketed by Jan. 1; 48c for No. 3 corn.—James Madden.

Lennox, S. D., Dec. 16.—Corn making an average yield of 30 bus. per acre; no corn raised last season; 90% will grade No. 3; farmers selling freely; 46 1/2c for No. 3 corn.—H. Van Bockern.

Canton, S. D., Dec. 16.—Corn yielding 100% more than last season; quality 100% better; all corn will grade No. 3 or better; 1/4 will be marketed by Jan. 1; 47c for No. 3 corn.—W. P. Gemmill.

Mt. Vernon, S. D., Dec. 19.—Corn yielding, 25% more; quality 80% better; 90% will grade No. 3; 20% will be marketed by Jan. 1; 43c for No. 3 yellow corn, 42c for No. 3 mixed.—W. A. Fallgatter.

Worthing, S. D., Dec. 17.—Corn yielding 75% more than last season; quality same as last year; 50% of this year's crop will grade No. 3; 1/4 will be marketed by Jan. 1; 47 to 48c for corn.—I. M. Swartz.

Canton, S. D., Dec. 16.—Corn yielding 65% more than last season; quality 70% better; 4/5 of the new crop will grade No. 3; 50% will be marketed by Jan. 1; 47c for No. 3 corn.—Chris. Sandvig.

Parker, S. D., Dec. 17.—Corn yielding 50% more than last year; quality better; 100% will grade No. 3; 50% of this year's crop will be marketed by Jan. 1; 47c for No. 3 corn.—Thompson & Christopher.

Lennox, S. D., Dec. 16.—Corn makes a larger yield per acre in S. Dak. than in any other corn raising state in the Union, and of a finer quality than has been known in any previous year. It has been said by one of the best grain receiving houses in Chicago that the S. Dak. corn is grading largely No. 2, and is sold for export.—V. L. A.

## Tennessee.

Tennessee.—The state commissioner of agriculture reports the acreage sown to wheat as 70%, compared with 79 a year ago; winter oats 63, compared with 77; rye 68 and 73; corn yield 26 compared with 27 bus. Every crop, with the single exception of tobacco, has fallen behind last year. Wheat that has just been planted has had a bad start because of the prolonged drought in the late summer. Many fields were planted in dry soil and the plant will not get a good root growth to start with.

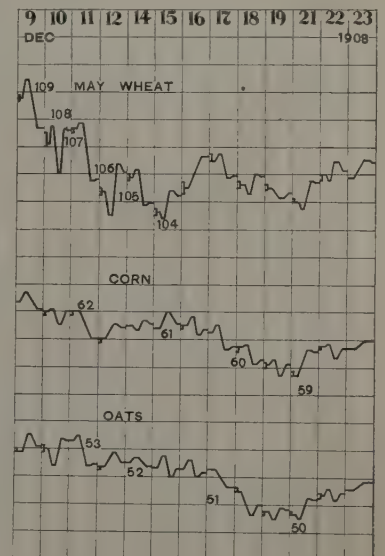
## Final Estimates of 1908 Crops.

The average weights per measured bu. of the 1908 crops are reported by the Bureau of Statistics of the U. S. Dept. of Agri. to have been 57.3 lbs. for spring wheat, 58.8 lbs. for winter wheat and 29.8 lbs. for oats; compared with 56.9, 58.9 and 29.4 lbs. respectively, last year. The quality of corn is reported to be 86.9 against 82.8 last year. Acreage and production of the leading cereal crops and hay are given in the table following:

Crop.	Acre.	Bus.
Corn, 1908	101,788,000	2,668,661,000
Corn, 1907	99,931,000	2,592,320,000
Winter wheat, 1908	30,349,000	437,908,000
Winter wheat, 1907	28,132,000	409,442,000
Spring wheat, 1908	17,208,000	226,694,000
Spring wheat, 1907	17,079,000	224,645,000
Oats, 1908	32,344,000	807,156,000
Oats, 1907	31,837,000	754,443,000
Barley, 1908	6,646,000	166,756,000
Barley, 1907	6,448,000	153,597,000
Rye, 1908	1,948,000	31,861,000
Rye, 1907	1,926,000	31,566,000
Buckwheat, 1908	803,000	15,874,000
Buckwheat, 1907	800,000	14,290,000
Flaxseed, 1908	2,679,000	25,805,000
Flaxseed, 1907	2,864,000	25,851,000
Rice, 1908	655,000	21,890,000
Rice, 1907	627,300	18,738,000
Hay, tons, 1908	46,456,000	70,738,000
Hay, tons, 1907	44,028,000	63,677,000

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Dec. 24 are given on the chart herewith:



## Weight Tickets for Farmers

### PAY ONLY ON NUMBERED DUPLICATE.

*Grain Dealers Journal:* We use duplicate numbered tickets and pay on them only. We think this is the best way.—Brunswick Bros., Beattie, Kan.

### NO RECORD OF TICKETS.

*Grain Dealers Journal:* We have never kept a record of weight tickets, but think it would be better to do so, tho we have never had any trouble about weights.—D. B. Peters, Galloway, O.

### TICKETS TAKE TOO MUCH TIME.

*Grain Dealers Journal:* Giving weight tickets takes too much time and as we have never had good results, if there are three or four shelling corn, we write each hauler's name before the load we weigh.—Avoca Elevator Co., Avoca, Neb.

### ADVISE USE OF DUPLICATING TICKETS.

*Grain Dealers Journal:* We do not use duplicate weight tickets in our grain business, but use them as a receipt for settlement. It is the thing to do to prove disputes. We advise the use of the duplicate weight ticket.—Lewis Bros. & Co., Lebanon, O.

### CONSECUTIVE NUMBERING SAFEST.

*Grain Dealers Journal:* We use the carbon duplicating forms for all our tickets; and when we issue slips during the threshing season we also use the carbon duplicating system. All slips are numbered consecutively. This is the safest system we have found.—Farmers Elevator Co., Churchs Ferry, N. D.

### NUMBERING THE WHOLE THING.

*Grain Dealers Journal:* The scale ticket reproduced herewith has been in use by myself and competitor for more than 20 years at this station. It is readily seen that the numbering is the whole thing; and while this costs about a dollar per thousand tickets, it could in case of dispute be worth several times that amount to the grain dealer. We have

these bound with the cheapest binding that will hold together, each book containing 1,000 tickets.—R. P. Macauley, Atkinson, Ill.

### BLANK BOOK INSTEAD OF TICKETS.

*Grain Dealers Journal:* We just use a blank book in which to enter grain contracts. When grain is delivered the loads are placed in succession just as they come, but always with the name of each driver opposite his load. If the seller claims he is short a load or more we show him the names of the drivers of each load in their rotation and ask him to show who is left out. It is for him to prove it. My method has never been questioned in fourteen months as manager.—Beecher Jacks, mgr. Adrian Elevator Co., Adrian, Ill.

### CARBON COPY OF TICKET INDISPENSABLE.

*Grain Dealers Journal:* In our 16 years in the grain business we have experienced some trouble when not giving weight tickets or giving mere slips, as was the habit some years ago; but for the past two years we have been using a regular ticket book numbered consecutively and with carbon copy, and have never had any trouble since.

We give the farmer the original ticket and retain the carbon copy. When he sells that grain he MUST produce these tickets. Then we mark those copies paid, as well as the original. If the farmer wants the weights we will give him the same ticket back, canceled. Otherwise it is filed in its order in case future reference might be required.

The farmer can not bring back the same ticket again, as it has been canceled; besides the corresponding number on the carbon is also canceled. But we insist upon the farmer producing the ticket when he sells that grain.

If the farmer loses his ticket, and if he wishes to sell after 30 days we will mark the carbon ticket "sold original ticket lost," and make him sign a receipt reciting that for value received he must recompense us in full value thereof should

we suffer any loss thru his negligence. We have found this the smoothest way to do business, and never have had a dispute.

With the carbon ticket book one can always look back at some previous day's business, in a moment, and avoid dispute. We would not be without it again for any price. We are sure any dealer who has used it would say the same, and we would most highly recommend them to all.—Andrew Weis, Mgr. Farmers Elevator Co., Adrian, N. D.

### KEEPS A RECORD OF EACH LOAD.

*Grain Dealers Journal:* Each load of grain going over the scales is recorded on a form showing date, seller, driver, kind of grain, gross, tare, net. In giving ticket I make a copy of book record.

If there is any question as to number of loads I have the seller ask his haulers how many loads they hauled. In no case have I been unable to show a customer that he was in error.

I do not think much of the ticket system, as more or less of them are lost by the hauler and never reach the seller.—E. A. Walker, Mgr. Bethany Grain Co., Bethany, Ill.

### SPACE ON TICKET TO FIGURE.

*Grain Dealers Journal:* We use the carbon copy weigh bills, giving one with each load weighed. Both original and copy are numbered consecutively, the numbers on original and duplicate corresponding.

We have our books made four bills to the page and have blank space on face of bill on which to figure, thus giving all the figures in duplicate also.

I am of the opinion this is the only, safe, speedy and convenient method. When night comes it is but a short job to take off the day's receipts. It saves all question as to price of grain the day the load was hauled, and as to losing weight of load.—Long & Long, Convo, O.

### OPPOSED TO ADVERTISING ON TICKETS; FAVORS CARBON COPIES.

*Grain Dealers Journal:* I have been reading with great interest what our brother dealers have been saying in regard to weigh tickets. We think we have the best yet. We like to advertise our business on our tickets. We cannot understand why any dealer would permit others to advertise on the only piece of paper he has a chance to put in every farmer's hands.

No. <sup>B</sup> ..... 190..

#### RECEIVED

One Load of.....

Acc't of.....

Gross—.....lbs.

Tare—.....lbs.

Net.....lbs.

Net.....bu.

Del'd by.....

No. <sup>B</sup> ..... 190..

#### RECEIVED

One Load of.....

Account of.....

Gross—.....lbs.

Tare—.....lbs.

Net.....lbs.

Net.....bu.

Delivered by.....

R. P. MACAULEY.



I wish every one in the grain business would send through the Journal their scale ticket. If we can find a better one than we have we are ready to change. But, we are from Missouri. Respectfully yours, R. A. Kuhn, per E. B. Argos, Ind.

"The bill which was recommended by the Commission was the result of a series of negotiations and conferences between representatives of carriers and shippers' organizations in Official Classification Territory, which covered a period of

Canadian oats are being imported by the Quaker Oats Co. for its mills at Akron, O.

TOTAL

**BREWSTER STATE BANK**  
**BREWSTER, KANSAS**

### Changes in Grain Rates.

Among the new grain tariffs recently filed with the Interstate Commerce Commission as reported in the *Traffic Bulletin* are the following:

Lake Erie & Western, corn cobs, Peoria to Terre Haute, 6c.

Vandalia, grain, Farrington and Griswold, Ill., to Chicago, 7c.

Northwestern, barley, Clyman and Wauertown, Wis., to Cincinnati, 13½c, effective Jan. 18.

C. B. & Q., wheat, Chicago to Quincy, Ill., 6c, effective Jan. 7.

C. M. & St. P., barley, 13.5c, Watertown, Wis., to Cincinnati.

N. P., wheat, 10c, Duluth and Superior to Milwaukee and Chicago.

Grand Trunk, oats hulls, 10½c, from Palmerston, Ont., to Buffalo.

Great Western, wheat, 9c, corn, rye, oats and barley, 8c, from St. Joseph and Leavenworth to St. Louis, effective Jan. 4.

C. M. & St. P., malt, Peoria and group points to Chicago, 6c; to Milwaukee, 8c, but not via C. & E. I. or Vandalia, effective Jan. 18.

Ill. Cent., grain, from New Orleans, La., to Richmond, Manchester and Norfolk, Va., 21½c, effective Jan. 10.

M., K. & T., hemp, 30c; flaxseed, millet and wheat, 27c; corn and alfalfa feed, 23c; from Kansas City, Mo., to Texarkana, Ark., Tex.

Vandalia, wheat, from East St. Louis, Ill., to Columbus and Shelbyville, 7c, and to Rags Crossing, Ind., 7½c, effective Jan. 15.

Great Western, wheat, 12c; corn, oats, rye and barley, 11c; from Kansas City, St. Joe and Leavenworth to Minneapolis, effective Jan. 11.

Great Western, wheat, 12c; corn, rye, oats and barley, 11c; Minneapolis, when from beyond, to Missouri River points, effective Jan. 6.

Wabash, grain, Council Bluffs, Kansas City and Omaha, when from beyond, to Cincinnati, destined to southeastern or Carolina territory, wheat, 13c; barley, corn, rye and oats, 12c; effective Jan. 14.

B. & O., grain and products, from Holmesville, Millersburg and Wooster, O., to Fredericktown and Mt. Vernon, O., 6½c; from Columbus, O., to Henderson and Owensboro, Ky., 14c; effective Jan. 2.

C. & A., grain elevator screenings and dust, Peoria, Pekin to East St. Louis, 6c; to St. Louis, 5½c.

An export rate of 18½c on wheat and 17½c on corn from Missouri River points, when from beyond, to Galveston, Port Bolivar and Texas City, for the West Indies and South America, will be made effective Jan. 8 by the Santa Fe.

On grain for export from Kingston, Ont., to Portland, Me., the Grand Trunk has made the following rates effective Jan. 2: Wheat, 5c per bu. of 60 pounds; rye and flax, 5c per bu. of 56 pounds; corn, 4½c per bu. of 56 pounds; barley, 4½c per bu. of 48 pounds; oats, 3½c per bu. of 32 pounds; applicable only on traffic consigned thru to British and foreign countries except Newfoundland and St. Pierre Miquelon.

A. C. L., ICC No. A45, sup. 1, grain from Ohio River crossings, Memphis and Nashville, Tenn., to southern points, effective Jan. 11.

C. M. & St. P., ICC No. B1466, corn, rye, oats and barley, from stations in Iowa and South Dakota to western and southern points, effective Jan. 6.

Rock Island, grain, seeds and grain products, sup. 39 to ICC No. C7901, between Chicago, Peoria, Rock Island, Minneapolis and stations in Illinois, Iowa, Missouri, Minnesota and South Dakota.

M. & St. L., sup. 26 to ICC No. 1441, wheat and coarse grain, from its stations in Minnesota and South Dakota to Chicago, Milwaukee, Peoria and rate points, effective Jan. 15.

Frisco, grain, from its stations to points in Arkansas, Illinois, Iowa, Mississippi, Missouri, Louisiana, Nebraska and Tennessee, effective Jan. 11.

W. T. L. Com., grain and grain products, from Joliet and Rockford, Ill., Davenport, Muscatine, East St. Louis and east Mississippi River crossings to middle and western states territory.

L., H. & St. L. will grant ¾c per 100 lbs. allowance to elevators for loading grain when forwarded over its line from Evansville, Ind., and Henderson, Ky.

Elevation of grain at Louisville, Henderson, Uniontown, Ky., and Memphis, Tenn., is covered by the Ill. Cent. in tariff sup. 475 to ICC No. 4444, ninth corrected page 90. Many other roads are filing tariffs making elevation allowances effective Jan. 1 at different points.

An elevation allowance of ¾c per 100 lbs. is granted by the Chesapeake & Ohio at Cincinnati, when for Lexington, Winchester, Mt. Sterling, Covington and Newport, Ky. The same road in tariff No. ICC 4508 absorbs the elevation charges and bridge tolls at Louisville, Ky.

Grain door charges at St. Louis are covered by the Sou. Ry. in ICC No. A2210, effective Jan. 9.

Grain door expense and settlement is provided for by the Lake Shore in sup. 1 to ICC No. A2327, and by the Lehigh Valley in ICC No. B3611.

Privileges at Superior, Neb., of cleaning, sacking and reconsigning grain are covered by the Burlington in ICC No. 9271.

Rules governing the weighing of hay are given by the D., T. & I. in ICC No. D52.

Diversion rules for grain at Harlem River stations are given by the New Haven road in ICC No. 9230.

Rules governing transfer of grain are given by the Southern Ind. in ICC No. 591.

Cleaning in transit at Sioux City, Iowa, is covered by the C., M. & St. P. in sup. 1 to ICC No. B1355.

Transfer of grain and seed at Missouri River points is covered by the Northwestern in sup. 8 to ICC No. 6815.

Rules governing cleaning, milling, mixing, malting and shelling in transit are given by the Rock Island in sup. 5 to ICC No. C8440.

### How Farmer Jones Hedged His Crop.

Farmer Jones had served three weeks on a jury in an option case and learned all about hedging on the Board of Trade.

No sooner was his new crop in the crib than he hedged it, dropped in, on his friend, E. M. Wayne, the local grain buyer, and casually informed him that he would not sell his crop as he had hedged it.

Mr. Wayne: How did you do it?

Farmer Jones: Well, I put it in my cribs and bot 10,000 bus. on the Board of Trade.

### Annual Dinner of Chicago Weighing Department.

One of the most enjoyable and entertaining gatherings of the Chicago Board of Trade Weighing Dept. was the seventh annual dinner given by Weighmaster H. A. Foss at the Palmer House on the evening of Dec. 19. About 160 guests and deputy weighmen gathered around the festive board and the Rev. Mr. Leach asked the invocation.

After an elaborate dinner, Toastmaster Foss welcomed the guests and deputy weighmen. He said, I have nothing but good reports to make for your work during the past year. The weighing dept. has much to be thankful for in the presence of these guests. As you know Chicago has a watch dog of the lake front, so we have a watch dog of the weighing dept. I will ask Deputy Weighman Bert N. Law to give you a few words of welcome.

The deputy weighmen accompanied by the deputy weighmaster's orchestra sang the Stein Song.

Mr. Foss introduced the Hon. L. J. Pierson, who confined his remarks to eulogizing the host of the evening. Mr. Pierson said in part: When I am introduced as a member of the legislature I wonder if it is a knock or a boost. I once lived next door to Mr. Foss. Whenever a big noise came from the west I knew where it came from. He is always keeping things going—a regular steam engine in britches. He is a digger and a pusher and ever since I first knew him has been getting promotion after promotion until he reached the head of the greatest weighing dept. in the world.

Geo. F. Stone said, I am glad to again mingle with you at this annual dinner. You are one of the most efficient weighing departments in the country, whose certificates are not doubted in any of the markets of the world.

Mr. Foss introduced one of the novelties of the weighing department, Mr. Wm. I. Sounders, whose paper contained many personal hits on his fellow tallymen.

Mr. Foss: The next speaker has been in the grain business 31 years and does not want grain mixed unless mixed in his mill. I take pleasure in introducing one of the weighing comite, Mr. Frank B. Rice.

Mr. Rice: It is to you, the boys, I want to talk. I am proud to be here. I was at one time a tallyman at Milwaukee and there I got my experiences. The keynote with you is to keep digging. You have opportunities, don't say you are satisfied, for then you are of no value; be dissatisfied, keep digging and take advantage of your opportunities.

Edw. Andrew: Mr. Rice's advice is good, but I am afraid he is trying to disorganize this dept. and get you to seek opportunities. I am glad to be with you. Your work has been very satisfactory.

Deputy Weighman Otto Schmidt then rendered a very fine trombone solo.

Duncan Boden then asked Mr. Foss for the floor: Mr. Sager I feel honored of this opportunity. We the deputy weighmen of the Board of Trade feel that in you we have a true friend and wish to express the esteem we have for you. Please accept this Book of the Twentieth Century.

Mr. Sager: Mr. Boden and friends, your kindness robs me of adequate words, steals away those proper expressions with which I should indicate to you my appreciation of your kindness and good will. I shall ever consider this night among the pleasantest in my memory and



as I read this beautiful gift I shall always think of my friends in the weighing department.

S. W. Strong, Pontiac, Ill.: I can not help but feel it is good to be here. I enjoy the weighing department very much. Behind me are 1,100 grain dealers and if you go wrong, I am liable to hear of it. The success of the weighing department requires that each and every one do your full duty. I have heard of no complaint against the Chicago Weighing Dept. since I was with you last year. I approve of the Board of Trade Weighing Dept. It is the pride of Illinois and the pattern of all others.

Judge Fake gave a short talk and in closing said: The Weighing Department is bounded on the north by Gus White, on the east by A. E. Schuyler, on west by "Bill" Saunders and on the south by Geo. Metcalf.

Deputy Geo. Metcalf read an interesting paper on the functions of the Board of Trade.

Mr. H. A. Hillmer, Freeport, Ill., spoke in part as follows: I want to express my appreciation of the Chicago Board of Trade Weighing Dept. Most of our grain comes to Chicago and we rarely have any claims for shortages. Where the country shipper has good facilities for weighing, Chicago weights are O. K. I realize it is on you boys that we depend for good weights. Shippers keep away from markets where the weights are not good.

Mr. Foss: As the hour is getting late we will have the Rev. Mr. Leach pronounce the benediction and then adjourn.

Heads of wheat containing 4 rows of kernels instead of 2 have been grown as a crop by Frank Baumgartner at Summit, Wash. The yield was claimed to be 72 bus. per acre. Samples recently were exhibited on the Tacoma Chamber of Commerce.

## Lake Boats as Grain Storehouses.

Buffalo has 28 public elevators with a combined storage capacity of 29,190,000 bus. During 1907 the grain receipts of this great port by lake were 181,237,178 bus. When the receipts by rail become heavy, during the active movement of a corn or wheat crop, it is apparent that the storage elevators may be quickly filled and the congestion of the market made probable. When such conditions arise lake boats are used for storage.

Nature has provided a great waterway for Buffalo; man furnishes the boats for transportation, and these boats as shown in the accompanying illustration are used for storage. Quite a number of them are now anchored along Buffalo's famous breakwater, said to be the longest in the world. These floating cargoes are mostly spring wheat and flaxseed and they will remain in the harbor until navigation opens in the Spring, or they are ordered unloaded by the owners of the grain. Some are sailing crafts, while others are magnificent steel steamers.

These floating substitutes for elevator storage are contracted for by grain dealers, because storage may be purchased at a more reasonable rate than from the elevator companies, even when there is ample room. Very often the elevators are loaded to the top and it is imperative that boats be secured.

Owing to the light movement of grain from the producing states during the earlier part of the season, it was rushed to Buffalo at the close of navigation in unprecedented quantities. Two weeks ago 36 lake freighters were anchored in the harbor with 14,000,000 bus. of grain and seed in their hulls. Twenty of them carried grain for winter storage and joined the fleet within the harbor, making a total of 56 boats anchored within the concrete walls of the 4½ mile breakwater, a portion of which is shown in the photograph. The owners of these boats receive about 4c a bushel for carrying grain

during the Winter, or until the vessels are ordered to the elevators, and a marine leg lifts their burden from the hold.

The lake fleet is all in and the grain float for storage is larger than ever. There is no corn and only about 500,000 bus. of oats, barley and rye. About 9,600,000 bus. of the wheat is durum. There is more than 15,000,000 bus. afloat, while in former years 5,000,000 bus. was considered large.

## Not a Gambler After All.

A representative of a well-known grain firm in Toledo was practically disowned by his near relatives until recently because he was a member of the Toledo Produce Exchange and "associated with gamblers." His relatives were engaged in honest and ennobling agriculture and they never could see why a man should sell bushels of grain he didn't have, until one day an egg specialist came along and purchased 50 dozens eggs from them at a price above the market in order to fill a contract.

The grain dealer happened to be there, and when the egg buyer left, he took occasion to emphasize the wickedness of his uncle and aunt in selling unladen eggs for future delivery.

"O, but that is different from selling grain," they said. "Our chickens will lay the eggs."

"Yes, and the wheat will grow," answered the grain dealer. "It is just as likely that a fine crop of wheat will be produced as it is that your chickens will lay the eggs for you. If they are attacked with disease and die, or should suddenly stop laying, where will you get your eggs for future delivery?"

They were convinced and the young man expects his legacy.

Alfalfa is increased in nutritive value 60 per cent by grinding, says Professor Haecker of the Minnesota Exp. Sta.



Grain Laden Steamers Along the Breakwater at Buffalo, N. Y.

## The National Corn Exposition at Omaha

### The Chicago Board of Trade Special.

The Chicago Board of Trade Members, having arranged for a special train to Omaha over the Chicago & Northwestern Ry., departed on the evening of Dec. 14, and arrived in Omaha the following morning, Grain Dealers Day at the National Corn Exposition.

The handsome vestibule train, made up of two dining cars, a library car at each end, compartment and standard sleepers, was in charge of Henry A. Gross, Gen. Agent of the Passenger Dept. of the C. & N. W. Ry.

A special menu was served.

Souvenir memorandum books were provided by the Northwestern, to assist recipients in keeping track of the number of badges they had on and the "Names of People Who Have Met Me."

The original Jubilee singers, from Georgia, who happened to be employed in the dining cars, favored the travelers with negro melodies during the evening.

Those who arose in time to alight from train, upon its arrival in Omaha, were met by a committee of Omaha grain dealers and taken in automobiles about the handsome residence district of the city.

Among those who took passage on the Grain Dealers' Special Train, were the following: J. F. Courcier, Sec'y Nat'l Ass'n, Toledo, O.; E. M. Wayne, Pres. Ill. Grn. Dirs. Ass'n, Delevan, Ill.; S. W. Strong, Sec'y Ill. Grn. Dirs. Ass'n, Pontiac, Ill.; P. P. Donahue, Milwaukee; H. W. Stratton, Milwaukee; M. G. Rankin, Milwaukee; J. S. Mander, Milwaukee; G. D. Montelius, Piper City, Ill.; H. N. Knight, Monticello, Ill.; R. W. Hale, Nashville, Tenn.

Chicagoans on the train were: T. E. Cunningham, S. H. Smith, Supervising Inspector; E. W. Elmore, of Elmore & Co.; Mr. Miner, and Geo. E. Marcy, of Armour Grain Co.; J. J. Stream, of J. C. Schafer & Co.; W. H. Noyes; E. G. McDougall; Geo. H. Ingalls, of Big 4 R. R.; E. S. Rosenbaum; W. N. Eckhardt; F. G. Ely; W. E. White, of Finley Barrell & Co.; D. C. Jackson; R. F. Cummings; Fred Paddleford; J. F. Barrett; Mr. Jones, of Pratt & Co.; I. P. Rumsey, and F. M. Bunch, of Rumsey & Co.; Horace Jackson; E. L. Merritt, of W. H. Merritt & Co.; A. Gerstenberg; Ed. Andrews; E. P. McKenna, of McKenna & Rogers; R. W. Buckley, of Somers, Jones & Co.; A. G. Delaney, T. A. Brosnahan, C. H. Thayer, of C. H. Thayer & Co.; D. H. Hatris; Geo. Denniston; Hart Taylor; A. P. Brosseau; Wm. Timberlake, of T. E. Wells & Co.; H. H. Mitchell; F. R. Partridge; W. H. Lake, of W. H. Lake & Co.; S. P. Arnot; J. C. Murray; W. H. Perrine, of W. H. Perrine & Co.; Grant Ridgeway; H. H. Newell, of Rogers Grain Co.; F. S. Smith; Oscar A. White, of P. H. Schifflin & Co.; M. L. Vehon, of Rosenbaum Bros.; Charles S. Clark, of Grain Dealers Journal; R. P. Kettles, Chief Sampler Board of Trade; P. H. Monks, Michigan

Central; Wm. Rotsted; Walter H. Vale; L. J. Ennis, of E. W. Wagner & Co.; W. S. Booth; Mr. McWhorter; James Bradley.

Much credit for the pleasure of the trip is due the Committee on Arrangements, who looked after everything except putting the night hawks to bed.

The return trip was uneventful. Everyone was weary and anxious to sleep.

The denatured alcohol still kept in operation by the Government, might have kept visiting dealers good natured.

The Country Life Commission is expected to recommend that country grain buyers shall be set to farming unless they agree to buy all grain by grade and pay only what they can afford.

The St. Louis Delegation, after spending the day at the Exposition, went to Lincoln, where it spent Wednesday, and on Thursday it was the guest of the Kansas City Board of Trade. Of course, all had a most enjoyable trip.

In Oderbrucker barley, the official Wisconsin exhibit lead all the rest, and Harry Marthaler of Beaver Dam won the northern zone sweepstakes for Swedish select oats. The free-for-all sweepstakes in barley was also captured by Wisconsin.

### Grain Dealers Day.

Grain dealers day, Dec. 15, at the National Corn Exposition, Omaha, was thoroly enjoyed by at least 300 visiting grain dealers, who met many old and new friends. The weather was somewhat threatening, but old Storm Cloud, Omaha's only real weather man, was sleeping, so the corn decorations throughout the business district were untarnished. Early arrivals were met at the depot by local dealers and whisked away to the city's district of beautiful residences in automobiles.

At an early hour visiting dealers began to assemble in the trading room of the Grain Exchange, which was decorated with flags and bunting in honor of the visitors, punch and cigars being served to all. It was one continuous handshake until at 11 o'clock Sec'y E. J. McVann of the Exchange called the dealers to order. He welcomed the visitors to the city and assured them that the keys to Omaha provided each would admit visitors to anything they desired to enter.

Capt. I. P. Rumsey, the dean of the Chicago delegation, congratulated the dealers on the gathering and predicted that much good would come from it.

E. T. Ballard of St. Louis spoke of deeper waterways and promised water carriage for export grain from Kansas City and Omaha in the near future.

F. G. Crowell of Kansas City said that he had discovered that Omaha was not the head of navigation for water. I thank our brothers of Omaha for the cordial reception here today and invite all to be the guests of the Kansas City Board of trade day after tomoro.



L. B. Clore, the Best Ten Ears and the Best Single Ear at the National Corn Show.



Secy McVann announced meeting in Orchestra Hall at 2 p. m.

The Government Crop Report held the dealers around the blackboards until long after the markets closed, then those afflicted with *tickeritis* voted to return the report to the Secy of Agriculture.

One dealer from Kansas—M. G. Heald of Centralia.

The Avery Scale Co. was represented by W. Bland.

The National Corn Exposition for 1909 will be held in Omaha.

Missouri's shipper in attendance was T. J. McNabb of Salisbury.

The only dealer from Minnesota was V. E. Butler of Heron Lake.

The Omaha Grain Exchange kept open house and provided refreshments for the visitors.

A. W. Jewett of Mason City, Mich., captured the first prize for the best half-bushel of rye.

First prize for the best 20 ears of white popcorn was granted S. J. Ripley of Belleville, Ill.

All admitted Corn was King and none seemed ready to dispute Alfalfa's claim to the title of Queen.

Com'ites from the Omaha Grain Exchange met every visiting delegation and escorted it to the Exchange Hall.

Three inspectors of the Grain Dealers National Fire Ins. Co., C. R. McCotter, C. B. Sirex and H. W. Donan were in attendance.

## Grain Dealers' Program.

The attendance of farmers at the meeting in Concert Hall on Grain Dealers Day at the Exposition was much larger than grain dealers, altho there was a goodly number of grain shippers and receivers from different sections of the country in the Hall thruout the program.

J. A. Tiedeman, Pres. of the Western Grain Dealers Ass'n., was chairman of the meeting and read a paper, from which we take the following:

### An Appeal for Better Oats.

It is quite encouraging to see so large a number of grain dealers and friends on this important day, which in the future will probably often be referred to as the day on which "A boost for better oats" was successfully launched.

It is commendable and quite natural that, as a whole, the grain trade has always taken a leading part in agitating crop improvements. The great necessity for the development of the oats crop is quite apparent to a large proportion of our people. The exceedingly poor crop of the last few seasons both in yield and in quality has brot that fact to our very door.

A great many of you are no doubt familiar with the work that has already been done for the betterment of the corn crop. A number of you were present at a public meeting very similar to this, held in Des Moines in 1903 under the auspices of what was then the Iowa Grain Dealers Ass'n.

You will recall how Prof. P. G. Holden gave us his first lecture on corn, how he lectured us with regard to the selection of the seed corn, how it was important to have ears of corn with the tops and butts well filled and showing straight rows; that

it was quite important that the ear be round and tapering towards the tip, that the kernels should be reasonably uniform in width, thickness and depth and he also told us many other things. Some of us thought that there might be something in what he was talking about, while others went away quite skeptical, simply thinking that he had given quite an entertaining afternoon and nothing more. Developments since then have demonstrated that he knew just what he was talking about.

Many of you have heard and were interested in the work done by the Iowa State College at Ames, Iowa, and the agricultural colleges and schools of other states, and you are all more or less familiar with the lectures on the "Seed Corn Special Trains." The Iowa Grain Dealers Ass'n is entitled to a large measure of praise for creating an interest in the improvement of the corn crop, and driving it home to the people.

The time has now come to take up another matter. As I said before, you can all see the necessity for the improvement of the oats crop.

Several years ago it was no uncommon thing in this Western Country to have oats yield 50 bus. per acre, test about 33 lbs. per measure bu. and of good grade and quality. We now have a yield of from 15 to 20 bus. per acre, test from 18 to 24 lb., and of exceedingly poor grade and quality. The grain dealers of this country have a lot of work ahead of them to create a proper interest in oats improvement. It is no easy matter to get the work started, but if every dealer will spare a little of his time and put his shoulder to the wheel, results will be obtained in a short time. The question of oats improvement is a broad one, and there will be plenty of opportunity for every one to work, and probably have the satisfaction of having done some good.

Oats Judging Trophy.—In order that a greater interest might be stimulated, the Western Grain Dealers Ass'n, at its annual meeting last July, directed that a commit-



On the Floor of the Omaha Grain Exchange, Grain Dealers Day at the Corn Show.

tee be appointed to design and complete a trophy, to be competed for by oats judging classes, representing the different State Agricultural Colleges. Classes representing these various State Schools have been trained to contest for this trophy at the oats judging contest to be held annually at the National Corn Exposition. I might say that the contest for this year has already been decided. The class from the Iowa State College won the trophy; Kansas College was second and Missouri third. In order to become the permanent possessor of the Western Grain Dealers' trophy did in live stock and the Cook, Whiting and Wallace trophies in corn.

In addition to this, the National Corn Exposition has set aside a number of premiums, including an \$800 thresher for the best club exhibit, consisting of five one-half bushel lots of oats. I mention these facts to suggest to you that some work has already been done to induce the study of better methods of oats culture.

The National Corn Exposition has a mission. It is in a position to take upon itself great credit, the credit of advancing the good work that has been done in corn improvement and the great satisfaction of developing and causing a greater interest in oats culture, by their judging contests. But to make these contests keener and better, they must make additional provisions. I would therefore urge that the National Corn Exposition give more time and enlarge its space for the display of small grain, and more especially oats. But the Exposition must not be left to do this work alone. It needs the help of everyone, and I therefore want to particularly admonish the grain dealers to talk, agitate and "Boost for Better Oats".

Prof. M. L. Bowman, of the Iowa State College of Agriculture, delivered a most interesting and instructive illustrated lecture on "The Improvement of the Oat Crop."

Mr. J. C. Murray, of the Grain Dept. of the Quaker Oats Co., delivered an address on the relative value of good and pure oats to the cereal miller, which will be published in next number.

Mr. T. R. Garton, of the famous family of seed and cereal specialists of Warrington, England, delivered an address on "The Breeding of Seeds," which was listened to with close attention, which will be published in next number.

Prof. P. G. Holden, of the Iowa Agricultural College, having been called for repeatedly, responded, amid loud applause. The Professor gave the farmers a heart-to-heart talk against their moving to town, only to make a nuisance of themselves, and advised their remaining on the farm, where they felt at home and could find real enjoyment in doing numerous minor chores.

The Professor told an interesting story about a farmer who, having been complimented on the clean condition of his wheat, regretted the loss of so much screenings, so mixed in a bountiful supply before taking any more grain to market. The first load weighed 61 pounds to the bushel, and, much to his amazement, the succeeding loads with the screenings mixed in, were accepted at the same prices as the first.

Prof. Holden emphasized the fact that something must be done to induce grain dealers to stop paying the same price for all grain of the same kind, regardless of quality. He insisted that the best grain is worth more than the poor, but the farmer is not encouraged to grow the good; so long as the grain buyer at the country elevator fails to grade closely, his purchases.

J. L. McCaull, of Minneapolis, was called for and delivered an encomium on the agricultural colleges and their work. He appealed to his audience to boost the schools and not knock.

This closed the afternoon program and the dealers spent the rest of their time visiting different booths and examining the prize-winning exhibits.

### Corn Exposition Notes.

The Minneapolis Chamber of Commerce delegation included Sec'y J. G. McHugh, C. M. Boynton of Van Dusen-Harrington Co., E. S. Woodworth, J. L. McCaull, W. P. Devereux, A. G. Moritz, A. F. Brenner and C. E. Giles.

Milwaukee's Chamber of Commerce delegation included J. H. Barrett of Chas. R. Lull & Co.; C. W. Schneider; B. A. Taylor of Fagg & Taylor, and W. M. Bell; H. W. Stratton; P. P. Donahue; M. G. Rankin, and J. A. Mander.

L. B. Clore of Franklin, Ind., who won the first prize for the best ten ears of corn exhibited at last year's National Corn Exposition, was awarded first prize at Omaha, which carried with it \$1,000 in gold, an automobile and the \$1,000 silver trophy.

The \$1,000 oats judging trophy illustrated on page 752 of the Journal for Dec. 10 which was offered by the Western Grain Dealers Ass'n was won by the Iowa Agricultural College student judges, the Kansas team was second and the Missouri team third. The magnificent silver trophy offered by the Mexican Government was also won by the Iowa students.

From Iowa were J. A. Tiedeman, Sioux City; G. A. Stibbens, Red Oak; J. D. McKee, Blanchard; M. L. R. Tankersley, Sioux City; E. L. Bowen, C. H. Casebeer, M. McFarlin and B. A. Lockwood of Des Moines; H. B. Stewart, Chariton; L. T. Spangler, Atlantic; C. Sherret, Wiota; J. Anracher, Shenandoah; S. J. Clausen, Clear Lake; G. A. Wells, Sec'y of the Western Grain Dealers Ass'n; M. E. De Wolf, Spencer.

The St. Louis delegation included Edw. Devoy, Pres., and Geo. H. Morgan, Sec'y of the Merchants' Exchange; M. W. Cochrane, E. M. Flesch, H. Greve, H. J. Berry of the W. L. Green Com'n Co., Geo. C. Martin of Goffe & Carkener Co., C. F. Beardsley of Picker & Beardsley; B. P. Corneli, F. B. Chamberlain, R. W. Palmer, Thos. L. Martin, C. F. Sparks, G. L. Graham, D. P. Byrne, of Daniel P. Byrne & Co., M. J. Cullen, C. L. Wright, Martin J. Mulally of the John Mulally Com'n Co., F. L. Wallace, T. R. Ballard, J. D. Parrott, T. B. Teasdale of the J. H. Teasdale Com'n Co., and F. P. McClellan.

From Nebraska were C. L. Jean, Plattsmouth; C. G. Crittenden, Lincoln; H. H. Mann, Holdrege; R. B. Schneider and F. O. Fowler, Fremont; E. J. Tucker, Howe; Fay Malone, Enola; Wm. Bruce, Bertrand; N. Jacquot and N. Jacquot, Jr., Merna; A. F. Diels, Scribner; W. F. Dawson, Linwood; G. F. Milbourn, Minden; J. H. Rogge, Elmwood; R. Unzicker, Milford; L. F. Ellermeier, Swanton; T. B. Purcell, North Bend; F. H. McCarthy, Union; H. O. Barber, Lincoln; H. O. Schaaf, David City; G. J. Railsback, Ashland; S. A. Austin, Wilsomville; M. Nelson, Marion; J. M. Sewell, C. Koehler, S. J. Owens and C. J. Miles, Hastings; C. B. Seldomridge, Holdrege; W. F. Gillespie, Mynard.

Kansas City Board of Trade's delegation included Sec'y E. D. Bigelow, Weighmaster J. G. Goodwin, G. A. Aylesworth, Allen Logan, L. A. Fuller of the Tresher-Fuller Grain Co., C. P. Moss and W. J. Mensendreck of the Moss

Grain Co., B. C. Moore, J. R. Tomlin of the John R. Tomlin Grain Co., J. A. McLiney, B. C. Christopher, Jr., G. Moore of the Moore-Lawless Grain Co., A. L. Ernst of the Ernst-Davis Grain Co., F. G. Crowell, A. D. Wright, W. C. Goffe of Goffe & Carkener, Wm. Shofstall, H. Lichtig, O. A. Severance of the Vander-slice-Lynds Co., D. L. Croysdale, W. Nelson, C. E. Watkins of A. C. Davis & Co., C. W. Lonsdale, C. T. Neal, L. V. Beaty, J. J. Fitzgerald of the Grain Dealers National Fire Ins. Co., M. Watson and Miss J. M. Barnhill.

### Office Grading of Grain at Chicago Under Fire.

The Illinois Inspection Dept., Chicago, adopted a system of grading grain by "sample at office instead of car Sep. 17, 08. The system was first tried upon three roads, The C. & A., the C. B. & Q., and the C. M. & St. P. Nov. 23 it was extended to every railroad entering Chicago. At a meeting of the members of the Board of Trade in November, the system was discussed and a vote upon the subject taken. Those present were evenly divided, 28 being for and 28 against the system of office grading.

Since the new system of office inspection of grain has been practiced by the State Inspection Dept., considerable antagonism has developed among Board of Trade members. This took the form of a petition to the Directory, which was circulated by R. W. Carder. Sixty-two receivers, all members of the Board of Trade (no elevator operators), signed the petition asking the Directory to place the matter of inspection before the State Railroad & Warehouse Commission, to induce it to return to the old system of track inspection. The new system was described in detail in Sep. 25 issue of the Journal.

The petition was referred by the Directors to the grain committee, composed of Frank Rice, Chairman; C. B. Pierce, E. L. Glaser, J. C. F. Merrill, Geo. A. Wegener, F. M. Bunch, and J. C. Murray. A majority of the members of the Grain Committee favor the new system. The Grain Committee reported to the Directors Tuesday afternoon, Dec. 22. No action to promote the interests of the petitioners was taken. The receivers are now taking steps to place the matter before Gov. Deneen.

The key to the objection which the Board of Trade members have to the present method of inspection is the *delay* which ensues while the grain is being inspected in the office. The samples instead of being brot immediately to the trading floor of the Board of Trade direct from the cars, as formerly, are taken to the Chief Inspector's office. There is a friendly feeling toward the track samplers in the employ of the members of the Board of Trade, many of whom have been gathering samples for ten years.

Edward Andrew says, "The new system of drawing samples of grain at the cars, and then having them inspected at the office, causing a *delay* from 1 to 3 hours in getting the samples on the floor, is the basis of the objection to the present method of grain inspection. The old system was the best we ever had, and had given satisfaction for years. Instead of leaving samples with the members of the board as heretofore, they are carried to the office of the Inspection Dept. and we lose the time between sampling and inspection which is valuable to us. When the receipts are heavy they give us re-



ports on from 50 to 75 cars, whereas under the old system, 100 to 125. Ofttimes it is the middle of the afternoon before we get reports on samples. We want the old system that gives us a check on the State dept. which we do not have at present. We do not feel like doing away with these, the receivers' agents, who have been with the Board of Trade from 5 to 10 years. There were 62 signers to the petition, all of whom are active receivers. Only 8 or 10 receivers refused to sign the petition. Last Saturday the movement of grain was heavy; we received a sample of grain on the Rock Island at 10:30 and did not get certificate until in the afternoon. We do not oppose any improvement in the method of inspection and were willing that the present system should be tried out, but now we think the delay in getting reports counteracts all advantages of office inspection."

W. Scott Cowen, Chief Grain Inspector, says: "I told the Railroad & Warehouse Commission I would resign before I would go back to the old system of inspection. We have adopted the new system and it is here to stay. Grain inspection in this country has been rotten, and we are going to do what we can to eradicate the evils."

"As soon as I get this system more nearly perfected upon the railroads I am going after the elevators. I am going to make 'out' inspection just as good as the 'in' inspection, and this method is the way to do it. Here our inspectors work under pleasant conditions in the office; each becomes a specialist in grading corn, wheat, rye or oats. In case there is a dispute all of them confer and we get the judgment of men who know their business."

"This system of office inspection, tho it costs us  $\frac{1}{2}$  more than the old system, allows us to get the work done with dispatch. Last week 1500 cars of grain were inspected in one day and the certificates were ready for the receivers at 5 o'clock the same day. The delay in the morning in having the samples brot here is gained by having our inspectors work in the afternoon, thus having afternoon work ready for the dealers at any time the next morning. Last Monday nearly 1000 cars of grain were inspected and the certificates were ready by noon."

"In case of an appeal the sample is here and it may be decided in ten minutes whereas under the old system it took from two to thirteen days to get a reinspection upon a car of grain. Not a railroad is protesting against the present system, which is evidence they are satisfied."

"The receivers have tho that heretofore they had a check on this dept., but the facts of the case were they didn't. I can show you many of our samplers who furnished samples for the receivers' agents. They were merely working a graft and the receivers really had no check upon us. Now the receivers' agents have to get out and hustle and they are the basis of this opposition to the present system."

"My samplers are doing more efficient work and I have a check upon them. Samplers who formerly were able to get samples from 125 cars in a morning now get them from only about 50 or 75 cars. They are doing their work more carefully. Certificates are ready for the receivers just about as soon as the sample gets here. All the receiver has to do is to send an office boy after them."

"Under the old system of inspection, reinspection was called on at least 400

cars a month because it was impossible for the inspectors to do good work. Now we do not have calls for reinspection on more than 40 cars a month. I want to improve this department and this enmity to us will only make us work all the harder to make the system perfect. I want to make grain certificates as good as a bank note."

## Philadelphia's New Floating Elevator.

Philadelphia's growing importance as a grain exporting port demand increased facilities for handling grain, and in order to help out the Pa. R. R. has recently built a large floating transfer elevator, with a handling capacity of 12,000 bus. of grain per hour.

The floating elevator is equipped with steam power including 150 h. p. steam engine, elevating legs, hopper scale, special cleaning machinery, and a 78 in. exhaust fan for collecting dust. A marine leg conveys the grain from the barges to the screening leg where it passes thru cleaning machinery, with specially designed screens for cleaning. From the screening leg the grain is carried by the loftter leg to the garner above the 150 bu. hopper scale. From the hopper scale the grain is loaded into vessel thru dock spouts. The screening machinery may be by-passed. The marine leg is boom type, 44 ft. centre to centre. It carries a 24 in. belt with cups 22 x 7½ in. The marine leg is handled by a power driven geared winch. The machinery was furnished by the Webster Mfg. Co.

Export grain may be handled in Philadelphia thru five storage elevators, in connection with an adequate lighterage system composed of barges and floating elevators. The Pa. R. R. operates two elevators thru its subsidiary, the Girard Point Storage Co.; these elevators have a combined storage capacity of 1,200,000 bus.

The Philadelphia & Reading R. R. has two elevators which it operates thru the Philadelphia Grain Eltr. Co.; these have a combined storage capacity of 1,900,000 bus.

The B. & O. owns a small elevator at 23d and Race Sts. which is mostly used for local business.

Owing to the location of these elevators, all ocean steamers cannot load directly from them, as in Baltimore or Boston, and a lighterage system is necessary. The Pa. R. R. has five barges, and with the new floating elevator, illustrated herewith, which is the second built by the company, is in a position to furnish efficient lighterage service to its patrons.

The elevator is unlike any other floating transfer house ever built. It is made almost entirely of steel, and is practically fire proof. The towers are 70 ft. above deck, making it possible to load any modern steamship from barges. It is equipped with electric lights and elevating machinery of the most approved type. The structure is 98½ ft. long and 30 ft. across the beam. The floating elevator is placed between a barge and steamship, and with its marine leg thrust into barge lifts the grain to its head and drops it into the steamer's hold. Lighterage is free to the shipper, in Philadelphia.



New Floating Elevator at Philadelphia.

# Grain Trade News

## ARKANSAS.

Hot Springs, Ark.—Having disposed of my eltr. and grain business at Woodburn, Ia., I will enter the grain and lumber business here.—J. N. Coppock.

Texarkana, Ark.—The plant of the Texarkana Mill & Eltr. Co., formerly owned and operated by the J. T. Stark Grain Co., is now operated by Gaines-Ramage Co., who do an exclusive jobbing business.

Little Rock, Ark.—Price Shofner has sold his interest in the Hayes-Shofner Grain Co. on account of pressure of other business, and the company is now owned by James Thomas and Caughey E. Hayes, who will make no change in the firm's name.

## CALIFORNIA.

San Diego, Cal.—The Globe Grain & Milling Co., of San Francisco and Los Angeles, has let the contract for the erection here of a 300-bbl. mill.

## CANADA.

Carlyle, Sask.—The Farmers' eltr. burned recently.

Glenboro, Man.—The Northern Eltr. here was recently burned.

Daysland, Alta.—Mr. Rabbitt, grain buyer, is building a large flat warehouse to relieve the grain situation.

Port Arthur, Ont.—Grain shipments during the season just closed have been 17,248,000 bus. against 11,378,000 bus. during the season of 1907.

Moose Jaw, Sask.—The 100,000-bu. eltr. of the Saskatchewan Milling Co. is now receiving grain. It is the largest in this province. The mill is not yet ready.

Toronto, Ont.—Certain grain dealers, members of the Board of Trade, were about to be disciplined at a called meeting recently, but the firms concerned immediately settled their differences.

Fort William, Ont.—The Western Canada Flour Mills Co. of Winnipeg has decided to erect a 500,000-bu. grain handling eltr. plant here in the spring. S. A. McGaw, general mgr., is negotiating for a site. The company has 48 interior eltrs.

Winnipeg, Man.—The Atlas Eltr. Co. has decided to build next year 25 eltrs. along the line of the Grand Trunk Pacific Ry. in Saskatchewan. They built 12 along this line this season. The Winnipeg Eltr. Co. erected 10 eltrs. along the Canadian Pacific's new branch lines in Saskatchewan this season and will build as many more next.

Ottawa, Ont.—The free seed distribution by the Canadian Experimental farms has commenced and applications for seed will be received by Wm. Saunders, director Central Experimental farm, until Feb. 15. The samples consist of oats, spring wheat, barley, peas, Indian corn (for ensilage only) and potatoes. The quantity of oats sent is 4 lbs., and of wheat or barley 5 lbs., sufficient in each case to sow one-twentieth of an acre.

The samples of Indian corn, peas and potatoes weigh 3 lbs. each.

Winnipeg, Man.—A very great increase in the eltr. storage capacity in Alberta and Saskatchewan is reported by Warehouse Commissioner C. C. Castle in his annual report. The interior eltr. capacity west of the lakes is now 42,812,000 bus., against 39,734,000 bus. last year. Manitoba has 678 eltrs. and 13 warehouses; Saskatchewan 607 eltrs. and 14 warehouses, and Alberta 120 eltrs. and 14 warehouses. On the C. P. R. are 949 of the eltrs. and 26 of the warehouses, on the C. N. R. 386 eltrs. and 12 warehouses, on the G. N. R. 23 eltrs. On the G. T. Pac., which last year had only one flat house are now 39 eltrs. The transfer and terminal storage east of the lakes now in the Manitoba inspection division is as follows: C. P. R., Goderich, Kingston and Owen Sound, 2,296,000; G. T. P., Collingwood, Depot Harbor, Meaford, Midland, Prescott and Tiffin 7,449,000; Montreal, 2,581,000; Quebec, 500,000; West St. John's, 1,000,000; St. John 500,000; Halifax, 500,000.

## CHICAGO.

Walter Rosenbaum was married Dec. 12 to Miss Blanche Leonard.

Directors of the Board of Trade offer \$2,500 each for 7 memberships.

The directors of the Board of Trade voted to close the exchange Dec. 26.

Geo. T. Odell, formerly with Finley, Barrell & Co., has made a connection with Charles Sincere & Co.

Effective Jan. 20 the Wabash Railroad will absorb switching charges on grain inbound to the Calumet River eltrs.

The membership of the Board of Trade mutual benefit ass'n has been swelled to more than 800 by the active campaign for new blood.

December deliveries of both wheat and corn have worked to a discount of 5 and 4 cents respectively under the Mar future, affording a substantial carrying charge.

The Santa Fe Eltr. has been taken over by the Armour Grain Co. and will be operated as a private house. The directors of the Board of Trade have been requested to declare it irregular.

H. N. Sager has declined a renomination as pres. of the Board of Trade. Among those mentioned for the office are John B. Adams, James Pettit, E. W. Bailey and John A. Bunnell. The election will be held Jan. 4.

I look for a decidedly quiet market until Jan. on Eastern demand for corn and oats. Don't think we will have any material set back in trade for several months. Look for improved and steady demand for grain.—W. C. Ervin.

I believe Chicago's present method of inspection should be encouraged. I had occasion several times to ask for a change of grade on corn and oats I believed to be better than the grade placed upon it by the inspector; I went to the office of the Inspection Dep., told them my troubles; they produced the sample held in the office, the inspectors present

were called and judgment passed upon the grade in ten minutes, where, if I had had to order the grain to inspection tracks for reinspection it would have taken three or four days.—Fred Stevers.

Application for membership to the Board of Trade has been made by Albert C. Loring, and Fred J. Thatcher. Application for transfer of membership has been made by Justice H. Bowman, F. A. Crittenden, Charles L. Glass, David B. Roberts, Thomas C. Smith, Harry L. Terry, Harris A. Wheeler, Henry L. Little, James F. Whallon, John A. Atkinson, and the following who were members of the firm of A. O. Brown & Co.: Albert O. Brown, Samuel C. Brown, Edward F. Buchanan, W. Rhea Whitman, and C. Lea Stout. The directors recently admitted the following to membership: Kenneth P. Edwards, Moses Simons, William Lyman Blair, J. Harley Banta, and Lawrence Newman, a former member who withdrew some years ago to carry on a large mercantile business in Toledo, and now enters the firm of J. H. Wrenn & Co., Jan. 1.

Resolutions governing old and new style December contracts were adopted Dec. 22 by the directors of the Board of Trade as follows: Resolved, That it is the sense of this directory that in the settlement of so-called 'old' and 'new' style December wheat contracts by means of deliveries on the floor of the exchange, delivery notices passed between members shall liquidate 'old' or 'new' style contracts at the option of the party making the delivery, excepting that where a delivery notice is taken in on one style and is put out on the other style, the clearing member making such delivery shall attach a memorandum to the delivery notice calling the attention of the party to whom delivery is made to the fact that he has exercised the option to change the style of the delivery; and the 2 cent penalty assessed under the rule for the delivery of No. 2 hard wheat on old style contracts shall, in such instances, be allowed by and claimed by the respective parties on their next clearing house sheets. Resolved, That in order to make the above ruling mathematically operative, the settlement price for 'old' and 'new' style December wheat shall be identical, beginning with Wednesday, Dec. 23.

## ILLINOIS.

Ladd, Ill.—The 25,000-bu. eltr. of the Illinois Granaries Co. burned Dec. 22.

Lexington, Ill.—Charles Wright has succeeded Warren Small as agt. for the Rogers Grain Co.

East St. Louis, Ill.—The Corno Mills Co. has increased its capital stock from \$200,000 to \$350,000.

Ocoya, Ill.—Warren Small has moved his family here from Lexington, Ill. He is agent of the eltr. of the Rogers Grain Co.

White Heath, Ill.—Wm. Murray is installing a new motor in his grain eltr. He will get power from the Illinois Traction Co.

Randolph, Ill.—Wm. Zierfuss, who for several years was agt. for the Rogers Grain Co., Chicago, started to buy for himself, Dec. 1.

New Berlin, Ill.—Noah C. Twist has bot an interest in the eltrs. controlled by Boggs & Lewis here and at Bates and Island Grove. The eltr. thru which Mr. Twist has heretofore handled grain will not be operated except in case of ne-



cessity, as all grain will be handled thru the eltr. of Beggs & Lewis here. The Farmers Eltr. Co. is building a cob burner near its eltr.

Fidelity, Ill.—I have installed a new 20-h.p. gasoline engine in my eltr. here in place of the steam engine and boiler. —J. T. Darnielle, Piasa, Ill.

Teheran, Ill.—McFadden & Co. of Havana are building an eltr. here; capacity, 20,000 bus.—David Cox, agt. Turner-Hudnut Co., Havana, Ill.

Bloomington, Ill.—The Hasenwinkle Grain Co. has brot suit against John Van Ordstrand to recover damages for failure to carry out a grain contract.

Litchfield, Ill.—The Litchfield Farmers Grain & Live Stock Co. incorporated; capital stock, \$15,000; incorporators, Fritz Monke, L. J. M. Whitehouse, and H. G. Whitehouse.

Berwick, Ill.—I have bot the eltr. of C. H. Feltman, for whom I was agt. for the past seven years. I will put in a controllable dump and a direct loading spout.—W. M. Simmons.

Minooka, Ill.—The Minooka Grain, Lumber & Supply Co. has settled with the insurance company and is preparing to rebuild its eltr. burned, Nov. 14. Workmen will soon finish clearing away the debris.

Stanford, Ill.—The Stanford Grain Co. has succeeded Murphy & Ewing who are now out of the grain business. The Stanford Grain Co. deals in both grain and coal; Murphy & Springer, mngrs. —J. M. Murphy.

After four years in the courts C. J. Meyer, formerly of Peotone and now of Frankfort, is now getting a hearing of his suit against the Illinois Central to recover \$2,257 damages for discrimination and failure to haul grain in time.

Peoria, Ill.—W. W. Dewey & Sons have succeeded W. W. Dewey & Co. We have been doing a commission business for about a year here and own and operate country stations at Henry, Sparland and Chillicothe.—W. W. Dewey & Sons.

Carlock, Ill.—I have traded my eltr. to J. F. Carlock for his double store and will devote my time, for the present, to this business, in which I have been interested for several years. Mr. Carlock sold the eltr. to the new proprietors, O'Hara & Gaddis.—Wm. Ernst.

Secor, Ill.—N. H. Hettinger of Harmon, who recently purchased the eltr. of J. E. Hawthorne, bot the residence of George G. Flessner, and took possession Dec. 15. Mr. Flessner and family expect to move to Peoria. He has long been a member of the firm of Flessner & Geiger. Since last March he has operated his eltr. here.

Roodhouse, Ill.—Insane thru jealousy, Wm. Barnhart, a switchman on the Chicago & Alton, killed his bride of three months, Dec. 12, and then shot Carl Clapp, agt. at the eltr. of Elmore & Lemmon. Prostrated by the shock Mrs. Clapp's condition is critical. With her husband and their three children she moved here from Ashland recently, when Mr. Clapp came to engage in the grain business. He is believed to have been innocent.

Peoria, Ill.—C. E. Chubbuck of Ottawa, Ill., will manage the properties of the Illinois Traction Co., that is planning to erect grain eltrs. and coal sheds at various points along its line. Altho Mr. Chubbuck does not begin the management till Jan. 1, he is already in-

stalled in the commodious new offices occupying an entire floor in the Mayer Bldg., now in charge of his secretary, E. W. Fowler of Ottawa, and Chester Willoby from Decatur, during Mr. Chubbuck's absence in New York.

Cambridge, Ill.—Wm. Ringle of Osco has bot the eltr. and coal business of Sherrard & Poppleton and will take possession Jan. 1, but will not move here till spring, as before purchasing the eltr. he and his wife had planned a trip to California, from which they do not expect to return till March. Mr. Poppleton will remain here with the new owner for a short time at least. Mr. Sherrard will leave as soon as he can dispose of his residence. Sherrard & Poppleton had been in business here about 15 years.

Cairo, Ill.—The officers of our recently incorporated Three States Hay & Grain Co. are: W. C. Charles, pres.; E. M. Herbert, vice pres.; B. C. Herbert, sec'y and treas.; W. P. Preetorius, traffic mgr. Owing to market conditions we will not build or buy an eltr. at present but contemplate doing so later. We are now erecting a warehouse with 200-car capacity, which will enable us to take care of our present business but as we figure on doing considerable business, we will enlarge the warehouse as the same warrants.—Byron C. Herbert.

Decatur, Ill.—N. M. Shaw, car distributor for the Decatur division of the Wabash, says the indications are that the season when the heavy grain movement is common will pass without a car famine. He is quite certain that there must be a more spontaneous movement from the country eltrs. if there is to be any shortage of cars of that class. Without trouble the division can supply 100 cars daily and at present the daily demand is under sixty. Two years ago during November, December and January, there was a daily demand for more than twice as many cars as the company could furnish.

Peoria, Ill.—A suit for \$13,000 has been instituted against the National Cereal Milling Co., a New Jersey corporation organized when the cereal craze swept over the country. After a short run its Chicago plant was closed about four years ago, since which everything else has been cleared up except the Peoria end of the business that had involved Godfrey Wysz for \$1,000; F. B. Kipp, \$2,000; Goodrich & Goodrich, \$5,000; and A. H. Nordyke of Indianapolis, \$5,000 for machinery. These people held bonds for the sums stated, recently secured by the mngrs. of the Bradley Polytechnic Institute, who began the suit.

Taylorville, Ill.—Reuben Wilkinson, aged 87, has sold the mill he established 41 years ago to Attorneys David M. Sharp and James L. Drennan, who will form and incorporate a stock company; capital stock, \$75,000 in 1,500 shares. Chas. E. Evans, who has been mgr. at the mill, will assist in the incorporation. They purpose spending \$20,000 of the capital stock for machinery to give the mill a capacity of 500 bbls. a day, flour and corn meal. They will call their new company the Farmers Milling Co., which will not take possession of the property purchased from Mr. Wilkinson till next May, when it will buy grain to ship.

Cambridge, Ill.—Harry S. White and Harry C. Kellogg of Kewanee, Ill., have bot the grain eltr. here, cribs, coal and dray business of O. M. Etter, who pur-

chased the business twelve years ago, and having accumulated a competency now retires. The eltr. was rebuilt a few years ago and up-to-date machinery has been installed. Its capacity is 30,000 bus. The new owners will take possession Jan. 2, but will not move their families here till spring. Mr. Kellogg is a member of the firm of Steer & Kellogg of Kewanee. Mr. White has held responsible positions there for the past eight years, at first with the First National Bank and afterwards as paymaster for the Western Tube Co. He will manage the office in their Cambridge business while Mr. Kellogg attends to outside matters.

## INDIANA

Letts, Ind.—We have added lumber to our list of stock.—Geo. W. Moor.

Greenfield, Ind.—W. S. Fries, formerly engaged in the grain business, died recently.

Tiosa, Ind.—We began buying grain at Tiosa Dec. 1.—Isaac Reed & Son, Argos, Ind.

Rockhill sta., Chrisney p. o., Ind.—The eltr. and warehouse belonging to Jeff Ray & Sons burned recently; loss, \$10,000; insurance, \$7,500.

Swayzee, Ind.—The Niccum Milling Co. has succeeded Niccum, Henly & Co., owners of the 12,000-bu. eltr. on the track of the St. L. & W.

Middlebury, Ind.—John Troyer and his sons, Clarence living west of Middlebury, and Isaac living near Lima, have bot the eltr. of the Middlebury Grain Co.

Greenfield, Ind.—The Gem Eltr., which has been closed for repairs, has reopened under the management of the T. H. New Milling Co. and is doing a full business handling grain.

Nappanee, Ind.—While operating a corn shredder near here recently, Jesse Oswalt, of Leesburg, had an arm so badly mangled it is feared amputation may be necessary.

Battle Ground, Ind.—Chester Clark had his right hand cut off in a corn shredder Nov. 14. He was operating the shredder with a safety device on it, but had climbed on top the machine to throw in some loose corn when his hand was caught in the cogs.

Terre Haute, Ind.—We had a fire Dec. 11, that caused trifling loss, comparatively speaking. There was nothing involved except our corn shelling plant and sacking plant entirely separate from the main plant. There was no grain loss whatever.—Bartlett, Kuhn & Co.

Kimmell, Ind.—We have just bot the site of the flouring mill here recently burned and will build an eltr. as soon as we can with up-to-date equipment. We have eltrs. at Albion, Avilla, Cromwell, and Syracuse, Ind., on the B. & O.—Straus, Ackerman & Co., Albion, Ind.

Lafayette, Ind.—The Indiana Corn Growers' Ass'n will hold its 9th annual meeting at Purdue University Jan. 13. Among the speakers will be A. E. Reynolds of Crawfordsville, Ind., on "Pure Clover Seed and How to Obtain It." Programs of the meeting can be obtained of G. I. Christie, sec'y, Lafayette.

Indianapolis, Ind.—At the midwinter meeting of the Indiana Millers Ass'n Dec. 15 pure feed legislation was approved and a change in the tag selling method suggested. The millers advised

a guarantee registration bond to furnish money for the operation of the law. The uniform grades of the Grain Dealers National Ass'n were approved.

Princeton, Ind.—Henry E. Agar, who was supposed to have been drowned in the Wabash River at Mt. Carmel, has been found at Harlingen, Tex., and brot back for trial on the charge of forgery. He has confessed. As mgr. and treas. of the Princeton Eltr. Co. he is alleged to have embezzled more than \$100,000. At the time of his disappearance from the grain barge, at the eltr. Agar was supposed to have fallen off or jumped into the river.

#### PROGRAM ANNUAL MEETING INDIANA GRAIN DEALERS ASS'N.

For the annual meeting of the Indiana Grain Dealers Ass'n to be held Jan. 19-20 at the Board of Trade Assembly Room, Indianapolis, the following program has been arranged:

Tuesday, Jan. 19 10 a. m.

President's Address, P. E. Goodrich, Winchester, Ind.

Secretary's Report, M. T. Dillen, Indianapolis, Ind.

Treasurer's Report, Bert A. Boyd, Indianapolis, Ind.

Appointment of Committees—a. Resolutions. b. Nomination. c. Auditing.

Report of Chairman C. B. Riley, on "Passing of Ownership and Charging Interest on Drafts Drawn on Grain."

Discussion.

New Business.

Tuesday, 1:30 p. m.

Address, A. E. Reynolds, Pres. Nat. Ass'n. Crawfordsville, Ind. "What the National Association is Doing for the Country Shipper."

Discussion.

"Object of the New Uniform Bill of Lading from the Grain Dealer's Standpoint." H. E. Kinney, Indianapolis, Ind.

Discussion.

Report of District Associations—a. Eastern Indiana. b. Central Indiana. c. Shelbyville. d. Plymouth. e. Frankfort. f. Lafayette. g. Fort Wayne.

Wednesday, 10 a. m.

Report of Auditing Committee.

Report of the Committee on Resolutions.

Resolved That This Association is Opposed to Scalage or Dockage, as Practiced by Railroad Terminal Receivers. John Dennis, Baltimore, Md.

Discussion.

Report of Inspecting Committee—Type Samples Submitted by District Associations.

Discussion.

Report of Nomination Committee.

Adjourn.

#### LOWA.

Essex, Ia.—G. M. Gwynn is planning to spend the winter south.

Sioux City, Ia.—The building for the new Grain Exchange will soon be opened.

Onawa, Ia.—The Trans-Mississippi Grn. Co. has sold its eltr. to the Farmers Eltr. Co.

Beacon, Ia.—Workmen are tearing down the eltr. of J. Price on the Rock Island track.

Union, Ia.—H. J. Benson is the new mgr. at the eltr. of the Farmers Co-operative Co.

Belle Plaine, Ia.—The Western Eltr. Co. has contracted with the Younglove Construction Co. to begin work at once

to rebuild, with up-to-date plans, its eltr. burned last month.

Des Moines, Ia.—The Winston Commission Co. has been convicted of operating a bucket-shop.

Tennant, Ia.—R. A. Friend is now agt. here for J. F. Twamley Son Co., in place of H. D. Anspach.

Marshalltown, Ia.—The Swisher-Lang Grain Co. has succeeded Cook Bros. Grain Co. at this point.—A. D. Swisher.

Grundy Center, Ia.—C. L. Kinney has re-leased for another 3-yr. period the eltr. formerly owned by the late F. D. Froning.

Woodburn, Ia.—I have sold my eltr. and grain business here to O. T. Hurlburt & Co. of Chicago.—J. N. Coppock, Hot Springs, Ark.

Hancock, Ia.—G. H. Bunton, of Atlantic, Ia., has arranged with the Younglove Construction Co. to rebuild his eltr. burned here, Nov. 15.

Washta, Ia.—Kennedy & McGonagle have increased the capacity of their eltr. on the Illinois Central to 25,000 bus. and installed an Avery Scale.

Sioux City, Ia.—W. F. Brittan, former mgr. of the Interstate Grain Co., is now with W. V. Harrington Co., at Sioux Falls, S. D., who contemplate opening an office in Sioux City.

Decorah, Ia.—We are not doing any thing to speak of this year on account of a severe hail storm that went thru this part of the country on June 20 last.—C. B. Lennon & Co.

New London, Ia.—We are figuring on doing some repairing, overhauling all spouting and putting in a loading spout, so all can be managed from working floor.—New London Farmers Eltr. Co.

Wiota, Ia.—J. H. Port has purchased the Des Moines Eltr. Co.'s eltr. and will operate it. Mr. Port formerly was Supt. of the Des Moines Eltr. Co.'s transfer and cleaning eltr. at Des Moines, but ill health forced him to resign.

Akron, Ia.—We have bot the eltr. and grain business of I. Knudson, and will not need to make any improvements for some time, as this is a 25,000-bus. house, about up-to-date in every particular.—Ogden Bros.

St. Olaf, Ia.—Knudt Stearns has sold his interests to his partner, L. Nosby, who will continue the business as before, buying grain and selling machinery. Mr. Stearns intends to take Horace Greeley's advice and go West.

Hedrick, Ia.—The statement in this column Dec. 10 that M. F. Broadwell has succeeded the Hedrick Grain Co. is incorrect. Mr. Broadwell is and has been proprietor of the Hedrick Grain Co. and there has been no change.—Hedrick Grain Co.

Rockwell, Ia.—M. E. Cardwell has succeeded Moore Bros. and Hutchins & McClelland, and will manage the business himself. The Farmers Co-operative Society has succeeded J. B. Piersol, and has placed F. Campbell in charge of its eltr. of 70,000 bus. capacity.

Council Bluffs, Ia.—Talk of enacting a public eltr. law has been revived by the West Council Bluffs Improvement Club. The appointment of official state grain inspectors would give local small fry politicians an opportunity to feed at the public crib.

Randalia, Ia.—As Thomas Barr was working with a corn shredder, recently, his hand was mangled and one finger broken. He had a heavy mitten on and

the belt had been thrown off. The engine was stopped and the rollers had to be turned back to get his hand out.

Wall Lake, Ia.—C. M. Herrig has purchased a new set of scales for the eltr. Wm. Claussen, who rents the eltr. of Mr. Herrig, is doing a good business buying and shipping grain, and needed the new scales to secure more accurate weight. Mr. Claussen has put up a new blackboard, on which he registers the daily grain market, having a private wire to his office for that purpose.

Sioux City, Ia.—Rates which will allow grain from towns between Sioux Falls and Watertown on the South Dakota Central road to be shipped to Sioux City for milling or cleaning and then on to Chicago for the same rate now in effect from these towns direct to Chicago have gone into effect on the Milwaukee road. It is understood the Illinois Central road soon will announce a similar concession to the local market. Seventeen towns in the best grain growing country in Dakota, each with large eltrs., by this concession are added to the territory from which Sioux City grain men can draw business. These are Crooks, Lyons, Colton, Chester, Wentworth, Rutland, Conio, Royal, Nunda, Sinai, Arlington, Badger, Lake Norden, Hayti, Thomas, Foley and Watertown. Grain from these towns naturally would go through to Chicago and common points via Canton and the concession as it applies to the Milwaukee means that the railroads are willing to grant a back haul to allow grain to be cleaned or milled here.

#### KANSAS.

Greensburg, Kan.—Greensburg Mill & Eltr. Co. incorporated; capital stock, \$25,000.

Saxman, Kan.—The Central Kansas Milling Co. of Lyons has leased the eltr. here of the Saxman Farmers Grain, Livestock & Supply Co.

Abilene, Kan.—Henry Mayer, grain inspector at Enterprise, Kan., for the past two years, has resigned his position to take charge of the eltr. of the Hoffman Eltr. Co. here.

Leavenworth, Kan.—In the event that the payment of elevation allowances is permanently discontinued by the railroads the Denton Grain Co. contemplates removal to Kansas City.

Coffeyville, Kan.—The Walton Grain Co. has temporarily suspended business pending a proposed reorganization. R. E. Vaughn of the Rea-Patterson Milling Co. is in charge of the company as trustee.

Topeka, Kan.—Senator Long is planning to go into the alfalfa milling business on the expiration of his term next spring. For some time he has been investigating this business and is impressed with its possibilities.

Wichita, Kan.—W. T. Shute & Co., a new firm of grain dealers, have opened their offices in the Turner bldg., being unable to secure room in the Sedgwick block where the Board of Trade is located. For some years Mr. Shute has been in the grain business in Macksville, Kan., and has also been a member of the Wichita Board of Trade.

Topeka, Kan.—An appropriation of \$100,000 as a permanent fund for the importation seed wheat from Russia is planned by Senator Geo. H. Hunter of Wellington, and the plan is warmly approved by F. D. Coburn, sec'y of the Kansas Dept. of Agri. The railroads



have promised to carry the seed wheat free, and the farmers are to return four bushels for one.

Leavenworth, Kan.—Nine small boys, eight colored and one white, were recently arrested by the deputy sheriff within two days, on the charge of stealing grain from cars in the railroad yards. Three of them are paroles from the juvenile court, so will be sent to the reform school to serve their sentences without trial, having violated the terms of their paroles. The others were held in the county jail awaiting trial in the juvenile court.

Wichita, Kan.—The rapid growth of Wichita's grain and milling business during the past year has made a new Board of Trade building a necessity, and some of the best known grain men are endeavoring to see what can be done. J. C. Robb is quoted as saying: "There are now about 50 grain firms operating in the Wichita grain market and we should have an exclusive Board of Trade office building containing at least 100 rooms for offices besides the large room for the market reports and the smaller ones for cigar stores and other purposes. The proposition to build such a structure has met with much favor among all the grain men of the city."

## KENTUCKY.

### LOUISVILLE LETTER.

A. H. Bowman & Co. have opened a large new hay warehouse on the Big Four.

L. C. Ewing, pres. of the Louisville Cereal Mills, reports a decided increase in his business during the past few weeks.

C. E. Troxell was recently severely injured while hunting. Stray shot struck his face and caused some disfigurement as well as loss of blood.

The wet, rainy and soft weather of the past few days has been very hard on new corn. Louisville, as well as the other markets south of here are longing for a cold snap.

It is understood that another conference will be held in Louisville within the next few weeks to take up again the question of substitution of tonnage and milling in transit.

The Southern markets are expected to develop a considerable demand shortly after the first of the new year, and when that happens much of the accumulation here can be taken care of.

The big slump in the Chicago option market has played havoc with price of corn, wheat and oats. The local grain dealers consider it a very healthy thing for the market, as they all thought everything too high.

Louisville dealers are glad to hear of the capture of Henry E. Agar, the grain dealer of Princeton, Ind., who sold them considerable grain. Among the victims of his sharp practices are Oscar Farmer & Sons, A. C. Schuff & Co. and Henry Fruechtenicht.

The anti-racing bills which have been enacted during the past year have proved very detrimental to Kentucky's breeding interests. The Lexington grain dealers, who depended upon the race horse people for most of their business, are very blue over the situation.

Grain dealers here take the position that the Uniform B/L should be given a trial, and that if it does not work out then objection should be made. The

Southern Railway has announced that it will permit the old bill to be used pending a final settlement of the question.

In regard to the suggestion made by a local official of the Southern Railway, that the shrinkage on grain given at Louisville and Cincinnati be abolished and a flat rate substituted, in order to do away with the involved methods necessary under the shrinkage system, a local dealer said "The shrinkage system, milling in transit and elevation charges were introduced in order to equalize things. Under a flat rate it was found that equality could not be obtained. It would of course be much simpler to have the flat rate to work with, but unless it could be so adjusted that all points would be on an equality, I do not see how it could possibly be put into effect."

## LOUISIANA.

### NEW ORLEANS LETTER.

The weighing of grain at the Chalmette Eltr. of the New Orleans Terminal Co. has been taken over by the Board of Trade.

Henry B. Schreiber of Schreiber Bros., and pres. of the Board of Trade, suffered an attack of appendicitis requiring an operation, Dec. 12.

C. H. Prater and L. L. Cheatham have formed a feed jobbing firm under the name of the American Feed Co., and will carry on business at Lake Charles.

Quotations of corn products were about 10 cents a barrel lower during the past week than during the week previous. Illinois and Indiana mills are supplying this market.

Exports of wheat Dec. 1-18, inclusive, were 80,000 bus., and receipts during the same period were 46 cars. Stocks Dec. 18 were 352,000 bus. at Stuyvesant Docks and 100,000 bus. at Westwego.

C. B. Matthews, corn products broker, and James W. Elwell & Co., agents of the Wolvin Steamship Line, are new members added to the Board of Trade at the last meeting of the directors.

Dec. 17, 18 and 19, the Interstate Commerce Commission heard the complaint of the Star Grain & Lumber Co. against the Santa Fe system at New Orleans. The question of tap line allowances was involved.

Fire broke out in the hold of the Leyland liner Alexandrian, loaded with cotton and 25,714 bus. of corn for Havre, during the week, and before it was extinguished the grain part of the cargo had been destroyed.

Demand for wheat bran has been light both in the city and surrounding territory because of the warm weather which has prevailed. With the coming of real winter weather after the holidays dealers look for business to pick up.

The Interstate Commerce Commission, in session here Dec. 15 and 16, heard the complaint of the Hattiesburg, Miss., Commercial Club against railroad lines at that place, regarding rates on grain and grain products in effect from points in the North and West.

Feed dealers report business worse than it has been in many months. "We do not know what is the matter, but business is bad," is the ruling statement. Sales of all feed products are off, compared with last month and with the corresponding period of last year.

Effective Jan. 1, the Board of Trade will establish a hay inspection department organized along the same lines as

**Pure Owl Brand Cottonseed Meal**  
41 per cent Protein Guaranteed  
Analysis Registered  
Richest Cattle Food yet known.  
Write for our booklet and prices.  
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The best bar dressing made.  
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A vegetable compound of superior quality that will clean your boilers of incrustation at a minimum cost, and is perfectly harmless to boiler or connections.

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WE WANT YOUR  
ORDERS FOR

**Elevating, Conveying,  
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Power Transmitting  
Machinery and Supplies**

**Right Goods  
at  
Right Prices**

**Prompt Shipments  
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## THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction elevator because:

It costs less.  
Can be built quicker and at all seasons of the year.

It keeps the grain absolutely free from moisture.

There is no danger of cracked walls or from settling foundations.

In case it is desired to move the elevator there is at least 50% salvage.

MINNEAPOLIS, MINN.

the grain inspection department of the exchange, and will appoint a chief inspector and a corps of deputy inspectors to attend to its affairs. At the same time the inspection fees will be raised from \$2.50 a car to \$3 a car.

Few oats are coming on this market, but they are of good quality, and continue to be sold on inspection or sample. Inward inspection at the Board of Trade showed receipts of 21 cars from Dec. 1-18, inclusive, and there were probably six cars of sacked oats received. Only a small quantity of oats are moving to Cuba and Central American points.

Announcement was made by Pres. A. J. Davidson, of the Frisco, while here last week, that the new line which that Company has built to Baton Rouge for a New Orleans connection has been completed in every detail, and that the only obstacle remaining in the way of operation is the litigation with the Y. and M. V. R. over the use of the latter's tracks from Baton Rouge to New Orleans.

The Board of Trade inspection records show that corn received here from Illinois, Nebraska, Kansas and Oklahoma is arriving in unusually good condition. This is particularly true of Illinois corn. The records for the past week show the following grading of Illinois corn: 18 cars No. 2, 105 cars No. 3, and 1 car No. 4. Receipts of corn Dec. 1-18, inclusive, were 454 cars for export and 70 cars locally consigned. Exports of corn for the same period were 265,811 bus., and stocks of corn Dec. 18 were 391,000 bus. at Stuyvesant Docks and 90,000 bus. at Westwego. Local trade is dull.

Hay dealers at this market believe that they have failed in their effort to have the Illinois Central provide temporary facilities for storing hay at its Poydras Street terminals pending the erection of the Company's new terminals. Since the destruction by fire of three of the company's four hay warehouses, New Orleans dealers have been put to great inconvenience, and have also lost business because of the inadequate facilities. Under the method now used hay is stored in cars which are held at Harahan, 11 miles distant, and a small number are placed on the team tracks at Poydras Street daily. This is unsatisfactory. The plan of using tarpaulins to cover the hay has been abandoned by the Company, because of the expense. Demand for the better grades of hay is excellent, but dealers complain that in many cases they cannot deliver stock after it is sold, because of the absence of storage facilities. Notwithstanding this delay, storage charges are paid on hay held in cars. There is little demand for low grades of hay. It begins to look like there will be another embargo placed on hay by the Illinois Central. New rules placed in effect recently did away with congestion which formerly existed, and the evil was that to have been permanently removed when it was again brot to the front by the Poydras Street fire.

## MARYLAND.

Baltimore, Md.—The Chamber of Commerce will hold its annual election Jan. 25.

Baltimore, Md.—Charles A. Blinn, formerly mgr. of grain eltrs. of the B. & O. R. R., died suddenly of apoplexy at his home in this city, Dec. 15. He was born in Whitehall, N. Y., 63 years ago and had lived here about 37. Two years ago his failing health compelled him to

retire from business activities. He is survived by a widow and two children, Harry M. Blinn and Mrs. C. T. Reese.

Baltimore, Md.—W. L. Snyder, of Hammond, Snyder & Co., was on the floor of the Chamber of Commerce, Dec. 10, after an absence of 11 weeks caused by typhoid fever.

Baltimore, Md.—The embargo imposed on shipments of hay by the U. S. Dept. of Agri. is giving the dealers here much concern, since no hay can be shipped here over the Pennsylvania or over the Pittsburgh division of the B. & O.

## MICHIGAN.

Chelsea, Mich.—The Chelsea Eltr. Co. has been formed with a capital of \$3,000.

Forest Hill, Mich.—The eltr. of L. B. Leonard and Son, together with a stock of grain and beans, was totally destroyed by fire. No insurance.—Stockbridge Eltr. Co.

Decatur, Mich.—I wud commend the efforts of the Journal to discover leaking cars and shall report same as suggested if opportunity may occur.—A. E. Lawrence.

Hillsdale, Mich.—F. W. Stock & Son are building a 125,000-bu. eltr. Ground has been broken for the plant which will be entirely of concrete, and tho the work has been temporarily stopped by the cold weather it will be resumed as soon as weather conditions will permit.

Dundee, Mich.—The Michigan Milling Co. of Ann Arbor has bot the old eltr. site from Mr. Strong, including a ten-acre lot, and has shipped here the feed mill and eltr. taken down from the Argo mill in Ann Arbor, that burned in 1904, since which the feed mill and eltr. have been used but little. They are being rebuilt here to furnish a permanent source of supply for the particular grade of wheat demanded by the trade of the Michigan Milling Co.

## MINNESOTA

Donaldson, Minn.—Wm. Hesse has resigned as agt. for the Imperial Eltr. Co.

French sta., Fergus Falls p. o., Minn.—J. P. Spilman is now agt. for the America Eltr. Co.

New Ulm, Minn.—The Eagle Roller Mill Co. expects to erect a large eltr. here next season.

Rochester, Minn.—Harvey N. Dixon, mgr. of the eltr. of the W. W. Cargill Co. died recently.

Ruthon, Minn.—The Interstate Eltr. Co. closed its house Dec. 1.—J. M. Denison, agt. N.-W. Eltr. Co.

Duluth, Minn.—N. M. Young of Casselton, N. D., will succeed John Miller as head of the John Miller Co.

Albert Lea, Minn.—The Myrtle Grain Co. is building an addition to its coal sheds to handle its increased business.

Lewisville, Minn.—C. C. Nicholson of Madelia has re-assumed the management of the eltr. of the Hubbard & Palmer Co.

Kasota, Minn.—We have installed a feed mill at our plant here and began grinding feed this week.—Dakota Cereal Co.

West Union, Minn.—Fire recently started in the eltr. of Lee & Gingery Co., but efficient work prevented much damage.

Granada, Minn.—Will Wyman, who has had charge of the eltr. of the Granada Grain & Implement Co., has re-

signed and will remove to Galesville, Wis., where he will engage in the same business. E. I. Rogers is the new mgr. in charge of the eltr. here.

Madison, Minn.—J. B. Saboe is agt. for McCarty Bros.; and I am the agt. at the eltr. of the State Eltr. Co. here.—O. A. Skobba.

Cannon Falls, Minn.—C. M. Mast, dealer in grain and farm produce, who has houses here and at Mitchell, Ia., will reside in this town hereafter.

Duluth, Minn.—A freight car, that had been loaded with mill feed at the Itasca Eltr., burned Dec. 13, but the department kept the fire from reaching the eltr.

Milroy, Minn.—It is rumored that the eltrs. of the Farmers Eltr. Co. and of the Thorpe Eltr. Co. here will close Jan. 1.—Theo. Larson, agt. Springfield Milling Co.

Conger, Minn.—The new eltr. of the Myrtle Grain Co., built to replace the one burned some months ago, has recently been completed by the Younglove Construction Co.

Ostrander, Minn.—There is no grain to buy around here. We were completely hailed out by that severe hailstorm last summer.—Wm. H. Biel, mgr. Ostrander Grain Co.

Grand Meadow, Minn.—W. H. Pierce of Dexter has secured control of the eltr. that belonged to the La Crosse Grain Co., and has retained C. W. Martin, that company's former buyer.

Campbell, Minn.—The Osborne-McMillan Eltr. Co. has changed agents. In the place of J. R. McMillan they have had N. H. Hatchard since Oct. 1.—F. O. Phillips, agt. Northwestern Eltr. Co.

Barry, Minn.—The Monarch Eltr. Co. closed its eltr. at this station, Dec. 10. The eltr. of the Farmers Eltr. Co. has been reopened after being closed about a month.—H. T. Larson, agt. Cargill Eltr. Co.

Sherburn, Minn.—Greig & Zeeman are on the M. & St. L., and not on the C. M. & St. P. as stated in the list of grain eltr. operators of Minnesota. I am now working for the Great Western here, having transferred from Greig & Zeeman.—L. J. Dahl.

Windom, Minn.—Inadvertently the name of C. W. Gillam was omitted from the list of regular dealers of Minnesota. Mr. Gillam has been engaged continuously in the grain business for 21 years and operates a 30,000-bu. eltr. on the Omaha road.

Moorhead, Minn.—N. J. Olson & Co. of Minneapolis, who have an eltr. in process of construction here, capacity 30,000 bus., will operate it as a seed and coarse grain house. They have employed Dwight D. Simmons as local mgr. He was formerly with Magill & Co. at Fargo, N. D.—Dwight M. Baldwin, Jr., C. I. Gross, mgr.

Luverne, Minn.—E. A. Brown, a leading citizen here and a member of the well known grain commission firm of E. A. Brown & Co. of the Minneapolis Chamber of Commerce, was married recently to Miss Marv Mitchell of Fulton, Ill. They are spending their honeymoon in the East, visiting New York, Washington and other eastern cities.

Le Sueur, Minn.—The new eltr. of the St. John Grain Co., in course of construction to replace that burned Oct. 28 will have a capacity of 35,000 bus. It is being built especially for a cleaning house, with 14 hopper bins and all cov-



cred with heavy galvanized steel. The machinery consists of a 25-h.p. gasoline engine; one power shovel for unloading cars; 3 pairs of eltrs. with 14x6-in. cups; 1 needle machine for the barley; and 2 cleaners, one with an hourly capacity of 1,000 bus., the other of 500 bus.—James Gebbie, agt., St. John Grain Co.

Wanda, Minn.—The eltr. of Spalding & Frerich burned Dec. 6, destroying all contents including the fuel on hand and about 3,500 bus. of grain. Loss partly covered by insurance. In the morning Mr. Spalding started a fire in the office stove and, after shutting off all drafts, went back home. About 20 minutes afterwards he saw flames rising from the office, already beyond control.

## MINNEAPOLIS.

J. L. McCaull has taken out a permit for a \$20,000 residence.

O. S. Martin of St. Paul recently fell from a scaffold forty feet high, while at work on the new Consolidated Eltr., and received fatal injuries.

C. C. Rieger, sec'y of the Dakota Cereal Co., a new concern that started in business last August, has sold his interest in the eltr. at Webster, S. D., where he has been living, and has moved to this city.

The Chamber of Commerce contemplates installing a new heating plant on unimproved land adjoining its older building, and putting in foundations heavy enough to carry an additional 10-story structure.

The Minnesota State Grain Inspection Department made its best record for inspection at Cass Lake during November, when 6,156 cars were sampled, against the best previous record of 5,662 cars during October, 1905.

Creditors of the Traders Grain Co., a petitioner in bankruptcy, recently held a meeting before Referee in Bankruptcy C. C. Merriman, Jr. An attorney of Two Harbors, Minn., appeared for the creditors holding notes of the firm.

L. Christian & Co. incorporated to deal in grain, feed, and storage; capital stock, \$150,000; incorporators: L. Christian, Chas. E. French and Geo. F. Metcalfe. This company operates an 800-bbl. mill at Shakopee, Minn., and has its headquarters in this city.

## MISSOURI.

Kansas City, Mo.—The Board of Trade will be closed Dec. 26.

Skidmore, Mo.—Scoopors are working here. The regular dealer is E. Bosley.

Lewis Mill (Glasgow P. O.), Mo.—J. H. Wayland has been succeeded by the Glasgow Mill Co.

Forest Green, Mo.—The eltr. of J. H. Wayland of Salisbury, Mo., who died, has been sold to Leech Bros. of Salisbury.

St. Peters, Mo.—Frank Schneider, of the grain firm of N. & F. Schneider, was married to Miss Barbara Haas, Nov. 24. They will reside here.

St. Louis, Mo.—Notice to firms dealing in futures to have a representative at the contract table at 9 a. m. has been posted on the Merchants Exchange.

St. Louis, Mo.—A broker of the Merchants Exchange, who has handled 1,000-bu. lots, has been called before the directors on the charge of bucket-shopping.

Warrensburg, Mo.—The Magnolia Milling & Investment Co. is beginning to build a 50,000-bu. eltr. west of its milling

plant, which it will equip with up-to-date machinery.

Kansas City, Mo.—The building occupied by the Kansas City Hay Co. burned recently and the company's loss was total, about \$5,000 with \$2,500 insurance.

St. Louis, Mo.—The directors of the Merchants' Exchange have fixed the dues to be paid by each member for 1909 at \$40. The transfer fee for new members after Jan. 1 will be \$100.

Kansas City, Mo.—Howard Ball, bookkeeper in the office of Sec'y Bigelow of the Board of Trade, who was injured in a street car accident, Oct. 19, was again on duty Dec. 9, altho not yet fully recovered.

Wittenberg, Mo.—Weinhold Bros., successors to Estel, Weinhold & Co., have a mill and an eltr. here and an eltr. at Seventy-Six. There are no other grain dealers at these two places.—Weinhold Bros.

Passaic, Mo.—No eltr. is operating at present here; but a new company has been organized, the Passaic Eltr. Co.; W. W. Cannon, Butler, Mo., sec'y and treas. Scoopors are at work here.—E. W. Fouts.

Pleasant Green, Mo.—I have not been in the grain business here since the first of last June. Mr. A. B. Harriman is running my eltr. this season. I presume I will again go into the grain business at this place next season.—S. L. Rissler.

St. Louis, Mo.—Chas. W. Blow, the St. Louis mgr. of the American Linseed Oil Co. for the past quarter of a century, committed suicide at his home, Dec. 7, in a fit of despondency for fear his 13-yr. old son could not recover from paralysis.

St. Louis, Mo.—John Dower, supervisor of the Merchants Exchange Department of Weights, reports that during November the following cars were found in bad order or not properly sealed at the different eltrs., track scales and hold tracks: Leaking grain doors, 479; leaking over grain door, 96; leaking boxes, 1,242; leaking end windows, 123; cars not sealed, 580; end windows not sealed, 201; end windows open, 88 cars.

St. Louis, Mo.—Lynn Boyd Brinson died of pneumonia, Dec. 12, at Hot Springs, Ark., and was buried Dec. 15 at Shelbyville, Ind., his native town. He was pres. of the Brinson-Ricketts Realty Co., that includes his son, Harry L. Brinson, at whose home he lived. He had been in the grain business all his life and had done much to build up the grain trade of this city. For many years he was connected with the Orthwein Grain Co.; he was a member of the Merchants Exchange, and had bot the Seneca Mill & Eltr. Co. at Seneca, Mo.

## MONTANA.

Culbertson, Mont.—The Northern Grain Co., of Minneapolis, Minn., has petitioned the court for judgment against Nordmarken & Walnum for \$6,126 intended for the purchase of grain, but alleged to have been appropriated by the firm to its own use.

## NEBRASKA.

Western, Neb.—W. T. Barstow Grain Co. will build a 20,000-bu. studded eltr.

Sumner, Neb.—The Trans-Mississippi Grain Co. has purchased a Hall Signaling Grain Distributor.

Louisville, Neb.—The eltr. of M. L. Williams had a close call, Dec. 8, when a

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fire from an overheated stove was discovered in time for the bucket brigade to put it out.

Bertrand, Neb.—W. H. Ferguson has sold his eltr. on the Q to McConaughy Grn. Co., of Holdrege.

Crete, Neb.—The Ewart Grn. Co. bot the 30,000-bu. eltr. of Hopkins-Goodell Co. on the Mo. Pacific.

Arcadia, Neb.—E. A. Rhynolds has succeeded H. H. Bristol as buyer for the W. T. Barstow Grain Co.

Waverly, Neb.—The Lincoln Grain Co. is building a 20,000-bu. eltr. on the Q. G. H. Birchard has the contract.

Alvo, Neb.—Froley, Hess Grn. Co. has been succeeded by the Lincoln Grn. Co. The eltr. is on the Rock Island.

Ruskin, Neb.—The Lincoln Grn. Co. has succeeded the Terminal Eltrs. and is operating the eltr. on the Rock Island.

Central City, Neb.—The new mill of the T. B. Hord Alfalfa Meal Co. has been started. Its daily capacity is 4 tons.

Tobias, Neb.—The Ewart Grain Co. has succeeded F. D. Wildt. The eltr. has capacity for 15,000 bus. and is located on the Burlington.

Eward, Neb.—The eltr. of G. J. Harrison & Son was one of several business houses recently entered by thieves, who got less than \$5.

West Point, Neb.—Dennis C. Weller of Weller Bros., was recently married to Miss Gertrude Love, a daughter of S. D. Love of Pender.

Bancroft, Neb.—The Rodebaugh Grn. Co. is building 20,000-bu. eltrs. here, at Thurston and Concord. All on the C. St. P. M. & O. R. R.

Hendley, Neb.—Hayes-Eames Eltr. Co. has sold to the Central Granaries Co. The farmers also have an eltr. here.—Fuller Arnold Austin.

Mead, Neb.—Ed Fitz, agt. for the T. B. Hord Grain Co., has had a vacation for a few days, but is again on duty.—J. H. Swallow, Wahoo, Neb.

Inland, Neb.—The J. M. Sewell Co. has sold its eltr. on the C. B. & Q. to the Nebraska-Iowa Grn. Co. and it has taken possession. T. F. Kearney continues as buyer.

York, Neb.—We have a No. 1 Willford Feed Mill and grind considerable feed and corn chop and handle baled hay. We use electric power at a cost of \$4 to \$6 per month.—J. B. Foster.

Cairo, Neb.—I am now out of the grain business. I found the Grain Dealers Journal a first-class investment while in the grain trade.—W. S. Veeder, former agt. for Oscar Wells & Co.

Minden, Neb.—Fire that started in the coal bin, recently burned the Empire Mill belonging to A. B. Andrews & Son. The wheat bins were filled. Loss, \$25,000; insurance, \$5,000. This company will hardly rebuild.

Raymond, Neb.—The Omaha Eltr. Co. has arranged to close Jan. 1, due to light crop. A large area of our best lands were flooded last July. Mr. Hoyle, the private eltr. man, who resides here, will continue to take care of the trade.—James Pearson.

Anselmo, Neb.—We have purchased the property of the Anselmo Mill & Eltr. Co. here and at present are running a feed mill and eltr. We are figuring on putting in an alfalfa meal mill at once.—Elevator Mill Co., B. C. Empfield and L. C. Wilson, props.

## OMAHA LETTER.

The Welsh-Paddock Co. has moved its offices to the Brander's blk.

The Boyce Commission Co., which recently discontinued business, had no connection whatever with the Grain Exchange.

The new transfer and cleaning eltr. of the Nebraska Hay & Grn. Co. on the C. & G. W. Ry. in Council Bluffs, Ia., is completed and handling grain. It has storage room for 75,000 bus. and can transfer and clean 35 cars per day.

The Cavers Eltr. Co. has remodeled the old part of its eltr. at Council Bluffs, Ia.; increased the storage capacity to 100,000 bus. and doubled the handling capacity. The eltr. now has switching connection with the C. R. I. & P., the C. & N.-W. and the C. B. & Q. Rys.

Fred Anthony, who has been with the Nebraska-Iowa Grain Co. since its incorporation, died Dec. 18 after a short illness with pneumonia. He was formerly with Geo. W. Lowry & Co. A widow and three children survive him. The body was interred at Salina, Kan.

The Roberts Grain Company is the style of a new grain commission firm which has opened offices in the Brandeis bldg. and joined the Grain Exchange. The company is composed of Geo. A. Roberts, pres., who has been identified with the grain trade of Nebraska for 17 years and is well known to nearly every dealer of the state as well as the western states; M. O. Johnson, vice pres., is a prominent business man of Crete; J. A. Murphy, sec'y-treas., is a son of G. M. Murphy, banker of Crete. The company will devote its time and energies to serving shippers to this market.

## NEW ENGLAND.

Brookfield, Mass.—Claude H. Laflin has bot for \$6,000 the grain eltr. and stock of Charles F. Rice.

Needham, Mass.—I am installing a separator. I will incorporate under the laws of Massachusetts, Jan. 1; name, H. A. Crossman Co.—H. A. Crossman.

Meriden, Conn.—The Seth J. Hall Co. incorporated to buy and sell feed, grain, etc.; capital stock, \$100,000; incorporators, Seth J. Hall, John B. Hall, and Silas B. Hall.

Beverly, Mass.—Albert Dedge, a member of the Boston Chamber of Commerce, recently died at his home here, after a brief illness. He had been identified with the grain trade for many years, and was widely known in New England as a man of sterling worth and integrity. In recent years he had conducted a grain, mill and feed business in this place.

Portland, Me.—Fire broke out in the freight sheds of the Grand Trunk Railroad Dec. 4 and would have spread to the grain eltrs. had not the two conveyor galleries been torn down. The conveyor running to the old eltr. also was torn down to prevent the spread of the flames. The docks, with great stores of hay and merchandise, were burned. Loss, \$150,000.

## NEW JERSEY.

Westfield, N. J.—Work has been commenced on the extensive grain eltr. to be erected by Patrick Traynor.

Jersey City, N. J.—The court has denied the Standard Stock & Grain bucket-shop an injunction to restrain the police from interfering with its operations.

## NEW YORK.

Rochester, N. Y.—The Chamber of Commerce has elected E. G. Miner pres., George Dietrich, Andrew J. Townson and John H. Gregory vice presidents and Benjamin E. Chase treas.

Clintondale, N. Y.—Richard D. Floyd, Pearl T. Campbell and Charles D. Pennoyer have incorporated the Floyd-Campbell Co. to deal in oats, grain and hay; capital stock, \$5,000.

## BUFFALO LETTER.

Owing to the inactivity of feed there is more feed in warehouses than there has been for some time.

Work on the new mill for the Washburn-Crosby Co. is progressing rapidly the foundations being well under way.

Resolutions in favor of placing barley on the free list of imports have been adopted by the Chamber of Commerce.

Business is a little dull but nothing unusual for Dec. There will be more business after New Year's.—S. M. Ratcliffe.

Buckwheat is very active in this market. The cold weather has livened up the demand and the price is firm at \$1.55 per 100 lbs.

Business has been fair but it has slackened some now. We are still getting something right along.—W. G. Heathfield.

Grain dealers generally are complaining of poor business, the weather and the approach of the holiday season being given as the cause.

We are receiving a lot of good corn; No. 5 is grading No. 2 and about 45% No. 3. We always have some leaky cars.—Alfred Anderson.

Plans for a two story addition to the cooler of the Husted Milling Co. have been filed. It will be of brick and steel construction and will cost \$1500.

Corn has been coming into this market at a rapid rate by rail, as many as 149 cars coming in here for inspection one day last week. It is grading well.

The Eastern man won't buy because the price of grain is too high, and the farmer won't sell because it is too low. The farmer will have to come to it.—F. L. McMullen.

Local grain dealers are not taking very kindly to the uniform B/L and individual protests are heard every day. Concerted action of some kind will probably be taken soon to make formal protest.

One of the peculiar things in the trade last week when a vessel came in here loaded with pig iron and barley. As the pig iron was on the bottom only a small portion of the barley was injured, but it was hard work separating them.

Final papers in the transfer of the Coatsworth Eltr. from Electra Coatsworth to Spencer Kellogg were passed this week. This eltr. has been controlled by the Kellogg interests for the past two years.

For injury to his shrine while at work on the additions to the plant of the Husted Milling Co. John Mann, who fell with the scaffolding at the eltr., has been given judgment for \$5,000 against the builders, the Macdonald Engineering Co.

State millers are beginning to look askance now at next year's state wheat crop and some are saving that the long dry spell this fall followed by a freeze up has spoiled so much that the total acreage will not amount to more than 40 per cent of the former acreage. Just



now considerable state wheat is being offered at \$1.02@1.06, but it is badly sprouted and millers are depending upon western spring wheats.

Several reasons are being given here for the poor demand for feed and one dealer says that aside from the open fall, the large corn crop here has had a great deal to do with it. There has been more corn raised in this state this year than ever before.

The eltr. on the Canadian end of the International Bridge, opposite Buffalo and owned by H. G. Anderson, Buffalo grain dealer and his son-in-law, J. C. Strickland, the latter the manager of the business, burned on the evening of the 19th, together with 4,500 bu. grain and five carloads of feed in bags, as a feed mill was run in connection. The loss is estimated at \$20,000 or more and is about half covered by insurance. Mr. Anderson will rebuild at once.

One of the features of this market just now is the change that has taken place in the relative prices of Kansas and Duluth spring wheat and dealers are wishing that they had more Kansas on hand. For some time past Kansas No. 2 has been so high that there has not been much doing in it, but since the recent slump in the wheat market the limits have been raised to 4½c to 5c over Chicago May, which is higher than Kansas at 2c over Chicago May. While Kansas was high one dealer here claimed to have all there was in this market, but now says that he is all sold out.

The barley business is not very good now nor has it been this last year. The price of barley is 10% to 15% lower than other grain because the brewers have had a poor year. The consumption of beer in 1908 was 2,700,000 bbls. less than in 1907. Then the lack of work among the laboring classes has had some effect upon business for it is the "growler" trade that pays in the beer business. Much of the accumulative stocks of barley have been worked off into cereals and feeds. The surplus is now about worked off and I look for a good healthy advance in the barley market. There is 40c in the difference between today's price and a year ago.—O. G. Spann.—J. C.

## NEW YORK LETTER.

The Produce Exchange will be closed Dec. 26.

Winfield S. Bash has been granted discharge in bankruptcy.

A. O. Brown & Co., brokers in grain and stocks, have filed schedules showing \$4,695,930 liabilities and \$5,228,123 assets.

The New York Central Railroad has placed an embargo on hay and straw to New York, Brooklyn, Jersey City and Weehawken.

A committee of 9 appointed by Governor Hughes will begin an investigation, December 26, of the alleged gambling on the stock exchange.

W. H. Budd, for about 10 years with the hay and grain shipping firm of S. W. Browne Co., has been elected a member of the Produce Exchange.

C. W. Tenbroeck has been appointed a member of the board of managers of the Produce Exchange to fill the unexpired term of a member who recently resigned.

With a view to overcoming the congestion of trade due to the quarantine upon hay and straw Chas. J. Austin, representing the New York Hay Exchange Ass'n and B. A. Dean, pres. of the New York State Hay Ass'n, recently visited

the officials of the Department of Agriculture at Washington.

Arthur S. McLean, for some time a receiver and distributor of grain and feed on his own account, has joined with Harry G. Kress, for whom he will sell oats, feed and grain here and at neighboring points.

Frank Kneeland, a member of the Produce Exchange for 30 or 40 years, died recently. Lately he had been in poor health, but was on the floor of the exchange only a few days before his death. He had been out of active business for some years.

To settle the distribution of the remaining assets of the old New York Corn Exchange, Atty. Wm. Bruorton is seeking the following old stockholders: Babcock & Co., J. S. Reynolds & Co., A. Shepard, W. W. Yardley, Gillespie, Dean & Co. and Newell Chamberlain.

By the recent death of George E. Ketcham New York loses an old and esteemed member of the hay and grain trade. When 12 years old he started to work at \$1 a week. In 1861 he entered the grain business at Clyde, N. Y. Two years later he entered the grain elevating business in this city in the firm of Tripp & Ketcham; in 1875 his firm changed to Heuberger & Ketcham. In 1878 it became Ketcham & Morgan; and in 1885 it again changed to George E. Ketcham & Co. In 1900 Mr. Ketcham retired from the grain trade, aged 69; but not on account of advancing years, chiefly because his left leg had to be amputated after getting run over by a train; besides, his eltr. had been burned. He then became pres. of the Home Bank, put it in a strong position and it was made a branch of the Corn Exchange Bank. Good work for a man in his seventies.

## NORTH DAKOTA.

Rival, N. D.—The eltr. of D. C. Knapp burned recently; loss, \$6,000 partly insured.

Wales, N. D.—J. F. Watson will take charge of the eltr. of the Linden Investment Co.

Fargo, N. D.—The Tri-State Grain & Stock Growers Convention will be held here Jan. 19-22.

Souris, N. D.—William Pfau of Rugby will take charge of the eltr. of the Imperial Eltr. Co.

Cofax, N. D.—Mr. McNanigan is the new grain buyer at the eltr. of the St. Anthony & Dakota Eltr. Co.


Crete, N. D.—I am going to build an eltr. here; capacity, 40,000 bus. I will reside at Oakes for a while.—J. J. Peters.

Crary, N. D.—The eltr. of the Minneapolis & Northern Eltr. Co. closed Dec. 10.—D. W. Hunter, agt. St. Anthony & Dakota Eltr. Co.

Lidgerwood, N. D.—Thornton Ford has resigned his position as grain buyer at the eltr. of the Movius Eltr. Co. and J. Crawford succeeds him.

Cuba, N. D.—My eltr. has shipped 172 cars of grain from Sept. 1 to present date (Dec. 21). That is going some, and the grain is coming in fast at present; good roads and lots of grain in the country.—Thomas C. Lillethun.

Arthur, N. D.—After 8 years continuous service at the eltr. of the Northwest Eltr. Co., its agent, J. A. Burgum, is enjoying a well-earned vacation. The



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GAS ENGINE TROUBLES AND REMEDIES, by Albert Strittmatter, Price \$1.00.

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# Say

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eltr. will be closed until the new crop season, when Mr. Burgum will again open it for business.

Tolna, N. D.—The Tolna Farmers Eltr. Co. has installed a big roller feed mill this winter and is doing a good business with it. The eltr. of the John D. Gruber Co. will close this month and its agt., Mr. Jacobson, will work in a store.—O. B. Horen, mgr. Tolna Farmers Eltr. Co.

Northwood, N. D.—Peter Hellin, agt. at the eltr. of the St. Anthony & Dakota Eltr. Co., left suddenly, a few days ago, destination unknown. He had shipped out all the grain and had turned the books over to the company according to instructions, having informed them some time ago he wished to be relieved.

Benedict, N. D.—The Farmers Eltr. Co. incorporated; capital stock, \$12,000; incorporators, Fred Opperman, E. C. Jones, W. S. Smith, C. A. Moor, F. W. Brendenmuhl, F. Polsfut, and H. R. Freitag. The company's present plans call for the erection of a 35,000-bu. eltr. in the spring and the operation of a feed mill in connection.

Fargo, N. D.—As we are going to carry on an extensive wheat investigation, I am going to have the legislature asked to appropriate \$2,500 for the erection of a grain elevator to be erected and operated in connection with a mill. Then I want \$5,000 for carrying on the work of this investigation in wheat and \$5,000 for the work in pure food work.—Professor E. E. Ladd.

In the suit by A. J. McFadden against the Thorpe Eltr. Co. to recover for wheat bot of a tenant the Supreme Court of North Dakota on Oct. 30 decided in favor of the landlord. The farm contract contained the usual clause reserving title to all crops in the landlord until division thereof. The court held that the landlord, by also taking a chattel mortgage, had not waived his right under the farm contract, and the contract was valid against buyers of grain tho not recorded.

Hatton, N. D.—This town has 7 eltrs. and all the agts. have agreed to keep their eltrs. closed from Christmas till New Year's to get a needed vacation for rest as well as the opportunity to visit friends. We have had a wild market this season, as the line houses have been practically freight off terminals all fall. H. P. Larson, agt. for the Imperial Eltr. Co. had the misfortune to cut off his first finger of his left hand while splitting kindling recently.—A. A. Lee, mgr. Hatton Farmers Eltr. Co.

## OHIO.

Cleveland, O.—Trade is not stocking up, business variable.—W. A. Bennett.

Ohio City, O.—I am building an eltr. here and will be ready to run in 30 days.—E. C. Fisher, Cavett, O.

Stony Ridge, O.—We have sold our eltr. here to Elliott & Beasley.—C. L. Maddy Co., Perrysburg, O.

Highland, O.—I have succeeded the Highland Grain & Lumber Co. and am the only dealer here.—James Adams.

Cecil, O.—Scoopers are operating here. The regular dealers is Wm. Green of Paulding, successor to Farmers Grain Co.

Hamilton, O.—An appraisal was made recently as the last step in the litigation involving the property of the Semler Milling Co.

Powell, O.—I am not going to build at present; but expect either to build or buy

an eltr. of 10,000 bus. capacity in a year.—Geo. J. Mulzer.

Cleveland, O.—We do not look for a big movement of grain until after the holidays. Business has been fairly good.—F. E. Watkins.

Cincinnati, O.—The Cincinnati Hay & Grain Co. has brot suit against G. W. Ruff to recover \$17 for failure to deliver hay, and for \$43 paid him by mistake.

Sidney, O.—We have sold our eltr. here to the Hardin Grain Co. and are not now in the grain business, but expect to engage in it in the spring.—O. S. Marshall & Son.

Cleveland, O.—Happy New Year! We are always looking for more business. Next year we are going to put feed mills in our warehouse, and will cater to the local and shipping trade.—Abel Bros.

Wapakoneta, O.—Floyd Trim, while helping a neighbor shred corn, had his right hand caught and so cut to pieces his arm had to be amputated at the elbow. He was not employed at that work.

Wooster, O.—The firm of W. D. Tyler & Son has been dissolved and the business will be continued by the Tyler Grain Co. under the management of J. Frick Tyler and Walter W. Tyler at the old place of business.

Centerburg, O.—We have bot the warehouse and eltr. of J. R. Alsord. owned and operated by him, will take possession Jan. 1, and will do a general warehouse business in connection with the live stock and wool trade. The eltr. is near the C. A. & C. R. R. and a half-mile from the T. & O. C. R. R.—T. D. Urdike & Son.

## TOLEDO LETTER.

Business very quiet.—W. H. Morehouse.

Business has been very good. Would like to see Patten eliminated as a factor in the grain business.—Fred Mayer.

This market is shipping the best quality of corn in the United States. Our 2 yellow can't be beaten.—W. H. Paddock.

The Ind. Ohio and Mich. millers held a social session at the Secor recently. It developed that each miller present had a good stock of wheat on hand.

Business is fair for this time of year. From some sources I have learned there is yet 75% of the corn and 50% of the clover in the hands of the farmers.—K. D. Keilholtz.

The cash business is quiet. The farmers are holding their grain. Business will be better after the first of the year. Expect to see a good movement of corn from now on.—F. R. Moorman.

The grain business is ahead of last year in that we are getting our Jan. dullness in Dec. Tho it has been quiet for some time as the country was not selling corn, there is a better demand now.—Jesse Young.

Prices of grain are too high. The retailer has to pay \$400 for a car of bran, \$600 for a car of corn and \$1100 for a car of wheat. He has to tie up all his money in his stock and has a small local demand for the grain.—F. W. Rundell.

We are working on small margins but still doing business. Everybody has been blue here about business but we have to take the bitter with the sweet. Chicago has been making us trouble by selling barley mixed oats at 3c under the regular price and this keeps us from selling our good oats.—H. D. Raddatz.

## OKLAHOMA

Keystone, Okla.—J. M. Morris is building a 10,000-bu. eltr. here.—Cooper Bros., Mannford, Okla.

Mannford, Okla.—H. P. Cooper, of the firm of Cooper Bros., has joined the Oklahoma Grain Dealers Assoc. E. Cooper will hand in an application soon.—Cooper Bros.

Fargo, Okla.—The Fargo Alfalfa Co. incorporated; capital stock, \$15,000. Incorporators: B. J. Hobbs, Clyde Ingall, Lewis Zahn, J. T. Allen, D. D. Warner and C. A. Stromberg, all of Fargo.

Yukon, Okla.—The recently incorporated Wells Grain Co. has bot the business and eltr. of D. Bowden, has installed a 15-h.p. gasoline engine and has increased the capacity to 20,000 bus. Our officials are O. P. Wells, pres.; H. T. Burson, sec'y; and Marion Wells, mgr.—Wells Grain Co.

Granite, Okla.—The recently incorporated Granite Grain Co. has succeeded W. L. Perkins who released all rights in the eltr. he operated here for the past few years. We have also bot his coal, feed and mill products business with all that property, wagons, etc. We expect to enter into this business on a little larger scale than our predecessor, who is a clever grain and coal man.—George M. Curry, sec'y Granite Grain Co.

Yukon, Okla.—We have just closed the contract for the machinery for the new mill we will begin erecting here at once. It will be one of the largest in the state. The contract for the brick mill construction building has not yet been let, nor for the power plant; but we expect to close the deal along these lines within the next 10 or 20 days and start building as soon as possible.—J. F. Kroutil, pres. Yukon Mill & Grain Co.

Guthrie, Okla.—A conference was held Dec. 11 at Guthrie, the outcome of which was that we are to have a hearing with the Oklahoma Railroad Commission on Jan. 5 at which we hope to have representatives of three states present and in addition to that, members of the railroad commissions of both Kansas and Texas. This will be a general hearing, inasmuch as the railroad commission will notify the different railroads so that all states will be represented, and it is hoped that the results of this meeting will justify a hearing with the I. C. C., on the objectionable clauses of the Uniform B/L. Present at the conference were H. B. Dorsey, sec'y of the Texas Ass'n; E. J. Smiley, sec'y of the Kansas Ass'n; J. S. Hutchins, pres. of the Oklahoma Ass'n; C. F. Prouty, sec'y of the Oklahoma Ass'n; Frank Foltz, Blackwell, Okla.; D. J. Donahoe, Ponca City, Okla.; and W. M. Randels, Enid, Okla.; the latter three being the Okla. committee on this Uniform bill of lading. In addition to this list C. V. Topping, sec'y of the Millers Ass'n was present.—C. F. Prouty, Sec'y Oklahoma Grain Dealers Ass'n.

## PENNSYLVANIA.

### PHILADELPHIA LETTER.

The Hancock Grain Co. has been chartered with a capital of \$125,000; James Hancock, pres.

William Wilkinson of Wilkinson & Hibbits, has just been elected a member of the Commercial Exchange.

November exports from this port included 181,658 brls. of flour, 2,550,623 bus. of wheat, 8,571 bus. of rye. The receipts included 392,952 brls. of flour,



2,821,882 bus. of wheat, 313,236 bus. of corn, 355,406 bus. of oats, and 8,492 tons of hay.

Stockholders of the Marsden Co. will vote in February on the proposition to consolidate with the American Milling Co.

For the week ending Dec. 19 more than 1,000,000 bus. of grain was exported from this port, including 968,814 bus. of wheat and 127,825 bus. of corn.

The attaches of the Commercial Exchange including the gate men and the call boys were accorded a liberal Yuletide donation of ducats from the men on 'change.

On all sides may be heard now the compliments of the season from the consumers to the receivers, and from them to the shippers. A very Merry Xmas, and a Happy and prosperous New Year.

The Bourse management having decided not to open an arcade entrance from the north side of the main building out to Market street, have sold their valuable real estate holdings facing that thoroughfare.

George M. Warner, Hubert A. Horan, William J. Koch, and Samuel F. Scattergood are prominently mentioned in connection with the presidency of the Commercial Exchange with former President James L. King as a very available dark horse. As it looks now there will be a lively fight after the nominations are posted.

Like the ghost in Hamlet which will not down the annual agitation of investigation of the Keystone Eltr. methods upon the supposition that L. F. Miller & Sons who are said to be owners of a large block of the stock and are claimed to be on the inside of the circuit on grain rates, has broken out afresh and is stirring up the fellows who have got the discrimination bee in their bonnets, and a committee has been appointed consisting of E. H. Price, S. F. Scattergood, and W. S. Woodward to summon all interested to come before them to be searchingly interrogated from the Pennsylvania R. R. officials down to the bottom of the list of sympathisers. The report is looked forward to with intense interest.

—S. R. E.

## SOUTH DAKOTA.

Vivian, S. D.—I will build a 20,000-bu. eltr.—M. King, Sioux City, Ia.

Amherst, S. D.—The Cargill Eltr. burned recently.

Corsica, S. D.—E. J. Love and Mr. Larson will erect an eltr. here.

Springfield, S. D.—C. M. Forrest & Son are to build a 15,000-bu. eltr. for S. N. Brann.

Canton, S. D.—It is reported that the eltr. at Beloit of the Reliance Eltr. Co. will be moved here.

Armour, S. D.—Wait & Dana have purchased the cribbed eltr. of E. Weiland and now own two houses here.

Canton, S. D.—The eltr. of the South Dakota Grain Co. was completed last week by the Younglove Construction Co.

McKain sta., p. o. Elkton, S. D.—John McClellans, grain buyer for the Davenport Eltr. Co., has been transferred to Bushnell.

Norden, S. D.—The eltr. of the D. McKinnon Eltr. Co. burned Dec. 4. It contained 12,000 to 14,000 bus. of grain. Insurance, \$8,500. This eltr. was built in the fall of 1907 for Hewett & Conner Co. of Arlington. It was the first and

largest eltr. in Norden. It was subsequently sold to the D. McKinnon Eltr. Co. of Madison, S. D.

Grover, S. D.—I am the successor to G. H. Hazen as mgr. for the Northwestern Eltr. Co.. Mr. Hazen is now located at Dempster, S. D., where he is agt. for the G. W. Van Dusen Co.—R. A. Ziebarth, mgr.

Brookings, S. D.—A. H. Wheaton, state food and dairy commissioner, in his annual report, states that he will ask the legislature to enact a model pure food law, as recommended by the national pure food commissioners.

Booge, S. D.—The Booge Eltr. Co. has gone out of business. They took a large loss when they discontinued. The eltrs. at this city now are operated by G. W. Wright and the Farmers Eltr. Co.—Minnehaha County Bank, Valley Springs

Mitchell, S. D.—Henry Nicolin will have charge of the wheat buying for the new Prague Milling Co. The Reliance Eltr. Co. will have to secure another site for their eltr. here, which has to be removed to make room for the new passenger station.

Columbia, S. D.—Chas. Stinchfield, a former resident of this place now living at Warren, Minn., will be married Jan. 6. He is traveling superintendent for a Minneapolis eltr. company, and runs from Thief River Falls, Minn., halfway across North Dakota.

Stickney, S. D.—A. P. Monell, mgr. of the eltr. of Wait & Dana, had his ankle dislocated while attempting to remove the drive belt while the engine was in motion. The accident will lay him up for the winter. His son, L. A. Monell, is temporarily in charge of the eltr.

Jamesville sta., p. o. Utica, S. D.—John Braunsreuther, a young farmer, has lost both hands in a corn shredder, the worst accident with shredders in this county. He was operating the machine and got one hand caught. In his frantic efforts to free it he got the other one caught and both so badly cut they had to be amputated.

## SOUTHEAST.

Aberdeen, Miss.—A company is being formed to erect an alfalfa mill.

Atlanta, Ga.—W. L. Fain will soon begin building a large 3-story warehouse and will install an eltr. and 3 or 4 runs of corn stones, all new. He has not yet contracted for the machinery. Walter C. Edwards will have charge of the construction of the warehouse and the installation of the machinery.

Birmingham, Ala.—The Wood & Crabbe Grain Co. has bot a site on which to erect at once a corn meal mill having a daily capacity of 5,000 bus., the largest in the district served and it is expected to supply several states. Wade Wood, pres. of the company, has returned from Indianapolis, where he contracted for 4 carloads of machinery for immediate delivery.

## TENNESSEE.

Lancaster, Tenn.—The large grain warehouse of the Lancaster Grain & Implement Co. burned recently with 1,200 bbls. of corn, a carload of flour, 200 bus. of oats, and a lot of bran and other produce. Loss, \$11,000.

Knoxville, Tenn.—Safe blowers entered the office of Lewis & Adcock, wholesale and retail grain dealers, blew open the safe some time during the night

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BALTIMORE

MD.

### LEADING HANDLERS OF CASH OATS IN THE CITY OF BALTIMORE

of Dec. 7 and took between \$1,500 and \$1,600. As about half this sum was in checks the firm hopes to recover them and prevent them from being passed into the banks on which they were drawn.

Knoxville, Tenn.—With the exception of S. A. Lackey and Joseph H. Broyles, the owners of the Broyles, McClellan & Lackey Co. have sold their interests in the business which is to be consolidated with the Hackney Feed & Vehicle Co. that is a department of the H. T. Hackney Co. under a separate corporation. This concern handles grain, hay and feed stuffs of all kinds and has recently entered the seed, fertilizer and vehicle trade. It has been in the feed business here for 17 years and is the oldest Knoxville firm in this line. It has been under the management of J. L. Kearns. The Hackney Feed & Vehicle Co. has filed application for change of name to Hackney, Broyles & Lackey Co., and the present members of the firm will continue with the business as does Mgr. Kearns.

#### NASHVILLE LETTER.

Samuel G. Douglas & Co. have completed an addition to their warehouse.

Logan & Co. have completed an addition to their warehouse and now have double their former capacity.

A blaze at the grain warehouse of the McLemore-Cruther Co., Dec. 9, did a few hundred dollars damage fully covered by insurance.

The M. & O. R. R. has filed a bill against the Tri-State Milling Co. seeking to recover \$1,502.11. A shipment of wheat is involved.

J. H. Wilkes & Co., the well-known grain dealers, have completed a large addition to their warehouse and are now using it for hay and sacked grain.

While practically all of the millers here are very warm in their criticism of Sec'y Wilson for his decision in the bleached flour matter there is one who takes the opposite view.—J. A. Jones of the J. A. and O. L. Jones Mill & Eltr. Co.

Nashville's fourteen grain elevators are all as busy now as they ever get to be. There is a very heavy movement of corn and oats and they are receiving and re-shipping something like an average of a hundred cars daily, sometimes running above 200.

W. R. Cornelius & Co., local grain dealers, have awarded a contract for the foundation of a warehouse the company proposes to build on a railroad siding in Northeast Nashville. The company will use the new warehouse in addition to its present retail store and warehouse.—M.

We have been in business a little over two years and have recently made arrangements for large storage capacity and shipping facilities. D. V. Johnson is mgr. of our firm, which was incorporated in August, 1906, with a capital stock of \$10,000, that has since been increased. After the first of the year we expect to do a very large business with western shippers.—Tennessee Grain Co.

#### TEXAS.

Waxahachie, Tex.—Grain is almost a thing of the past here; all is now cotton. We do not do one-tenth the amount of business we used to in grain.—D. H. Thompson, of Thompson Grain Co.

Sherman, Tex.—Emanuel Carter, colored, aged 81, met instant death, Dec. 7, in an eltr. of the Chapman mills, where he was employed. His clothing caught on a set screw in the shafting and he

was hurled to death. He leaves a wife and three children.

Sherman, Tex.—The Texas Corn Show will be held at this city Jan. 14. No charges are made for entry of exhibits, but express charges must be prepaid. The premium list and other information will be sent on application to A. M. Ferguson, sec'y Texas Corn Growers Ass'n, Sherman, Tex.

Fort Worth, Tex.—We understand that the Walker Grain Co., Fort Worth, Texas, has not yet been paid its insurance covering loss on fire which occurred Oct. 3rd, by the Hartford Ins. Co., Hartford, Conn.; Hanover Fire Ins. Co., New York, N. Y.; and the Equitable Fire & Marine Ins. Co., Providence, R. I. These companies are trying to shirk a loss, contending that grain policies do not cover chops and bran, notwithstanding the local agents here were aware of each commodity contained in the warehouse. Such procedure has never been heard of before by any grain dealer or competitive insurance company.

#### WASHINGTON.

Pullman, Wash.—The Washington Wheatgrowers, Millers & Shippers Ass'n, closed its 3 days' sessions by electing O. E. Young of Pullman pres., and Geo. Severance of the Washington State College, sec'y.

Walla Walla, Wash.—The Walla Walla Alfalfa Mill & Feed Co. incorporated; capital stock, \$25,000 in 250 shares. Incorporators: C. Cooper, H. H. Crampton, Cary R. Duncan, S. W. Smith, and J. A. Bailey, local capitalists, who have not yet announced when operations will be started, tho it is said plans have been drawn and negotiations begun for the machinery.

Tilma sta., p. o. Tekoa, Wash.—The warehouse of the Pacific Coast Eltr. Co. burned recently with all its contents, 2,500 bus. of wheat and 115 tons of oats. Total loss on building and grain, \$5,000 partly covered by insurance. The warehouse was an old building that had long been used for storage purposes. One farmer lost 1700 bus. of wheat in this fire and the Tekoa Grain & Mill Co. lost 400 sacks of oats.

#### WISCONSIN.

Red Granite, Wis.—John Piechowski is building a new feed mill and eltr.

Superior, Wis.—Great Northern Eltr. S broke all records for the amount of grain loaded out in a season, by shipping about 17,000,000 bus. from Sept. 1 to the close of navigation.

Superior, Wis.—The Marsden Co. has let the contract for the construction of the large grain tanks to be erected for the feed grinding and mixing plant of the American Milling Co.

Superior, Wis.—From the fees earned by the weighing department of the Wisconsin Grain & Warehouse Commission at the city of Superior the Commission has been able to pay off all its debts, and has recently paid \$10,000 into the state treasury.

Superior, Wis.—H. A. Juneau, chief weighmaster of the Wisconsin Grain & Warehouse Commission, reports that during November 3,344 of the 9,853 cars of grain received were in a leaky condition. The grain door leaks numbered 1,814; end leaks, 1,092; side leaks, 588; corner leaks, 303; draw bar leaks, 144; bottom leaks, 71. Cars reported newly

nailed, patched or cleated on ends or sides, were 1,403 in number. Cars reported with leaks stuffed with rags, paper or waste, 46; cars showing depression in grain line, 20; reported in bad order on ends or sides, 10; reported as loads from wrecked cars, 5; showing evidence of having been repaired enroute, 4; cars with no side doors, 34; cars with no end doors, 5; with side door nailed, 29. The seal record showed: Cars with no end seals, 685; cars with no side seals, 430; cars with seal broken, 48; cars with end door open, 54; cars with side door open, 80; cars with one hasp broken, 8.

#### MILWAUKEE LETTER.

Memberships in the C. of C. are quoted at \$250 net to the buyer.

C. H. Smith has severed his connection with the Franke Grain Co.

Mr. and Mrs. Robt. Krull announce the marriage of their daughter, Lilla, to John J. Blake, Boise, Idaho.

The Milwaukee Eltr. Co. has shut down for a short period. "Looking for business," is the way A. R. Templeton puts it.

Anna Russell Vance, widow of the late Frank L. Vance, has applied to the County court for letters of administration for her husband's estate.

Advices indicate that the decline in prices and soft weather prevalent has about stopped the movement of corn in Iowa.—W. M. Bell & Co.

As a result of the wet, damp weather several cases of damaged corn were reported. Excepting this, the quality of the arrivals has been more than above the average.

The Holiday feeling seems to have taken hold of everyone; outside of this do not see anything particular in indications.—F. C. Smith.

Pres. Wall has instructed that all outgoing mail of the C. of C. be adorned with a Red Cross Stamp; the object of which is to raise funds to be used to prevent the spread of Tuberculosis.

The "expansion" tendency which took such a hold on the trade the fore part of the new season, has succeeded in drawing the Franke Grain Co. into its fold, which company has added 417 to its suite of offices.

South Dakota, Iowa and Western Minnesota has a crop of good malting barley. Oats crop of that country was light, and are feeding the barley in place of it. Corn only as a feed is pretty heavy.—F. D. Hinkley.

Application for membership has been made by Anton L. Wirtz. Application for transfer of membership has been made by W. B. Sprague. The board of directors recently admitted to membership J. E. Stair of Minneapolis.

It is planned to close the old year in the usual custom, minus the over-indulgence in the art of grain throwing. The vaudeville stunts are expected to be of such interest as to drive away any efforts made to spill someone else's hat.

Brewers and dealers in brewers' supplies in Wisconsin, in convention here, joined in a movement to support legislation proposed to be enacted at Madison this winter, for the improvement of conditions under which saloons are conducted in the state. Both declare that they are desirous of taking the saloon out of politics.

Corn continues to occupy the center of the stage and is decorating the sample tables in such a manner that other grains



are hardly visible. Competition in this commodity is so great that it is no longer a case of wait at the table for the customer to make his appearance, but the system of "landing" him in the crowd is being substituted.

Barley at last seems to be breaking away from being based on feed, and prices now are being made more each day to a malting demand. We know several large sales of malt that have been made here within the last four days at very fair prices and this leads us to feel encouraged in regard to the future demand for barley.—B. G. Ellsworth.

Corn has been moving quite freely in territory tributary to this market, but reports which we have received indicate there will be a let-up. Prices do not seem to meet favor with country shippers. Looks as tho we have seen the bottom, however. All things point to a much better demand in Wisconsin and Michigan territory within the very near future.—H. E. Franke.

The new Uniform B/L is being used extensively on eastern business and will be given a fair trial before any serious objection is made to the clauses which shippers believe will eventually work to their detriment. Everyone is disposed to treat the railroads fairly in this matter and no united action on the part of shippers in this territory to obtain changes will be made until it is fully demonstrated that there is absolute necessity for such changes.—Geo. A. Schroeder, Chairman.

Of late one of the noticeable facts concerning cars being received at this market, is their dilapidated condition, some being smashed, while others have expanded, undoubtedly from overloading. In most cases the cars contain corn, which brings out the danger of overloading, or loading above the grain line, for with damp weather the pressure on the cars, if old ones, is likely to result in bursting. In which event, the railroad company could not be held liable if the car was loaded above the prescribed grain line.

Buyers in this market have given notice that their bids in future will be made with the understanding that unless otherwise specified at time of sale, orders for disposition of cars will be furnished to the railroad company by 4 p. m. of the day following date of purchase. The buyers giving notice are M. G. Rankin & Co., P. P. Donahue, Franke Grain Co., Lyman-Smith Grain Co., L. Bartlett & Son Co., C. L. Dingwall, W. J. Armstrong Co., P. C. Kamm & Co., Chas. R. Lu' & Co., Fager & Taylor, Milwaukee Eltr. Co., A. L. Johnstone, The Lytle-Stoppenbach Co., Rialto Eltr. Co., H. Johns, Jr.

The Milwaukee delegates to the National Corn Exposition returned home safe and sound and with words of high praise of the courteous treatment accorded them by the officials. One of the hits of the convention, they say, was the badges of their delegation, which were very much commented upon. The badges were of a golden color, bearing the words, "Milwaukee, Chamber of Commerce," with the figure of "Miss Milwaukee" a stack of barley and various other inscriptions denoting the commercial importance of the city. As usual, "A Bright Spot" in the customary garb red, spread its rays over the entire array.

What is set down as one of the saddest accidents recorded in many months

in Milwaukee occurred with the death of Oscar Z. Bartlett, of the firm of L. Bartlett & Son Co. and a member of the Chamber of Commerce, on the morning of Dec. 17, when, with no signal of warning of danger, the automobile in which he was seated, together with two other persons, plunged through an open draw into the Milwaukee river. Although his body was quickly recovered, life was extinct. Of his two companions, one was saved by his swimming to the bridge support and holding on until rescued, while the other was pinned beneath the machine and the body was not recovered until the following day. Mr. Bartlett practically grew up in the business atmosphere of Milwaukee. Coming from Arena, Wis., his birth-place, when a boy, he entered the original firm of Zinkeisen, Bartlett & Co. in 1876. Later the firm was changed to L. Bartlett & Son, and he was elected pres. of that company in 1886, in which capacity he remained until 1901, when the firm of L. Bartlett & Son Co. was formed, and B. G. Ellsworth, son-in-law of the senior Mr. Bartlett, became a factor. Two years ago the younger Mr. Bartlett retired. He became a member of the C. of C. in 1881, and was for years one of the best known and most active men on 'change. Genial and approachable at all times, there were few more popular young men in business circles in Milwaukee than "Zack" Bartlett, and the esteem in which he was universally held was fully demonstrated about the city in expressions of grief over the tragedy which closed his life. He was married some years ago in New Orleans and was well known in the south, where Mrs. Bartlett has social ties.—Slits.

## Imports and Exports of Hay.

Hay amounting to 2,582 tons was imported during the 10 months prior to Nov. 1, compared with 4,421 tons imported during the corresponding period of 1907.

Exports during the 10 months were 62,788 tons, against 58,827 tons during the 10 months prior to Nov. 1, 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

## The Market Moved Sideways.

One hot August afternoon as the nervous speculators gathered around to exchange opinions on the turn to be taken next by the wild market, a country customer who had long been short dropped in to get a few crumbs of consolation from his old friend, W. E. White, now with Finley Barrell & Co. After carefully digesting Mr. White's dope, which had been especially prepared for the afternoon mail, he confused the cautious market forecaster with the mild imputation: "I believe you would induce a man to buy and sell at the same time?"

Mr. White knocked the ashes from his Bobby Burns, centered his eye on a favorite spot on the ceiling for a minute and responded: "Yes, under certain conditions, I certainly would do so."

Mr. Shortwheat looked square at Bill "I will bet \$4 to a red apple that if I wud both buy and sell wheat the damn market would get away from me if it had to go sideways."



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### New Elevator at Laramie, Wyo.

One seldom thinks of Wyoming as a grain state, yet last year it produced nearly a million bushels of wheat, over two million bushels of oats, 9,000 of rye and 128,000 of barley. It is natural, therefore, that we should find a few elevators in the state. At least one was erected there this year.

The house, plan of which is given herewith, was erected at Laramie, for the Overland Cereal Co., by the Burrell Engr. & Const. Co. The house is a modern cribbed structure, 6-in. cribbing being used up about 35 ft., and 4-in. cribbing up to the cupola.

The foundation is of concrete, the basement floor being lined with concrete, so as to keep out moisture and rodents.

Grain can be received from cars or from wagons, a wagon dump and sink being provided in driveway and receiving pit on track side. Grain received from cars drops into boot of receiving leg, which is equipped with 18x7 in. cups, and is elevated to cupola. Grain received from wagons is taken by screw conveyor to the boot of the other leg, which is equipped with 14x7 in. cups. Each of these legs is operated by a 10 H. P. electric motor, located in cupola near to head pulley, so that no line shafting is used in cupola. Grain from elevator heads is spouted direct to bins,

thru an 8-in. well casing to cars, or it may be dumped into a 1,600-bu. garner, which is located immediately above the 700-bu. hopper scale. The 9 bins in main part are hopper bottom, and self-cleaning.

In the first floor is a No. 7 Monitor Double Shoe Separator, of 1,000-bus. capacity. The dust from this machine is blown direct to a Cyclone Dust Collector over warehouse adjoining, which drops the dust into a dust bin.

Adjoining the dust bin are four small hopper bottom grain bins, under which is a 6-bu. automatic scale, mounted on a portable truck, so that scale can be operated under any bin desired.

The separator and the power shovels on the first floor and the screw conveyor in basement are all operated by a 15 H. P. electric motor, on the first floor.

Wyoming has virtually just started in the grain business, but with this good elevator as a model, no doubt, many improved facilities will be installed at different points during the next few years.

Municipal ownership of grain elevators was the topic of discussion that called together the premiers of Manitoba, Saskatchewan and Alberta recently for a conference with the executive committee of the grain growers ass'n. The conference was secret.

### Erroneous Quotation of Freight Rate by Ry. Agent.

[Excerpt from an address by J. C. Lincoln, pres. National Industrial Traffic League.]

What shipper has not experienced, and that not infrequently, the making of erroneous quotations by carriers' agents, and experienced traffic officers of those industrials which can afford such a luxury are required to be constantly upon the alert to determine as to the legal rate.

Tariffs of the carriers, while much simplified by reason of consolidation, discontinuance of duplicate issues and cross references, are still so complex that it requires an expert to determine what is the legal rate. Transactions of large moment, in which the freight charge is of grave importance, are constantly occurring.

Only recently one of my constituents, upon so important a commodity as grain, on which the margin of profit is very small, involving a movement between two very important points, was quoted a 9½-cent rate, which he assumed to be the correct rate, as it was made by a subordinate official, and predicated thereupon sold ten thousand bushels of corn. After the shipment was made and expense bills commenced coming in, he found that charges were assessed upon basis of 10½ cents per hundred pounds, and upon inquiry the agent of the carrier admitted he had made an error through misunderstanding as to the terms of the tariff. I was asked what recourse could be had, and I was compelled to state that the legal rate was the only rate the carrier could charge; that the Interstate Commerce Commission had no jurisdiction and had held that the law would have to be amended to provide for such circumstances. No less an authority than Hon. E. E. Clark, of the Interstate Commerce Commission, in an address delivered in St. Louis on Sept. 12, last, stated that—

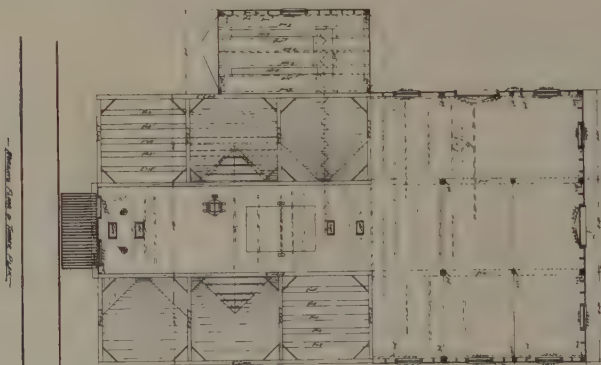
"Errors of carriers' agents in quoting rates to prospective shippers is a serious cause of complaint, and without doubt the next Congress will be urged to provide a law which will hold carriers responsible to shippers for rate quotations by carriers' agents, but in the enactment of such a law we should guard against possibility of favoritism by misquotations purposely made, and shipper should not be permitted to recover anything beyond the actual difference between the rate quoted and the lawful rate, and the carrier should be penalized by fine so as to furnish incentive to accuracy and care."

There should be, and every railroad wishes to carry out its honest mistakes, a provision by law for rectification, but to guard against favoritism a penalty would necessarily have to be assessed, but it should not be onerous in its terms. It cannot be expected of the shipper, who has no voice in the making of tariffs, the preparation thereof nor the manner of filing at carriers' local stations among hundreds of tariffs, to be able to determine the legal rate with the accuracy of those parties who are employed for that purpose.

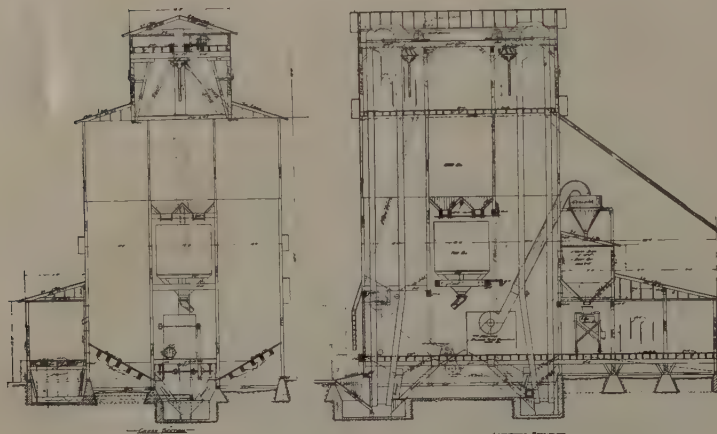
We stand for a moderate amendment to the Interstate Commerce Act for the purpose of remedying these evils.

The Grain Dealers Journal should be in everyone's place of business.—Keel & Son, Lindsay, Okla.

Malt amounting to 130,027 bus. was exported during the 10 months prior to Nov. 1, against 344,136 bus. for the corresponding period a year ago.



Floor Plan.



Cross and Longitudinal Sections of Elevator at Laramie, Wyo., of Overland Cereals Co.



## Condemn Charging of Interest After Grain Is Unloaded.

There have been a very great deal of complaint from country grain shippers throughout the state against the practice of the Chicago Board of Trade in collecting interest on drafts drawn on sales made "shippers track" and against the practice of some members of the Board of collecting interest on drafts drawn on consigned shipments after the grain had been unloaded. Committees were appointed by the Association to investigate the matter. On the 4th of November met with a Committee from the Chicago Board of Trade, and the following is the reply received yesterday from the Secretary of the Chicago Board of Trade:

### Charging Interest After Unloading Grain Is Wrong.

To the Board of Directors of the Board of Trade of the City of Chicago.

Gentlemen:

Your Special Committee, which was appointed to confer with the committees from the Illinois and Indiana Grain Dealers' Associations, and take into consideration the "practice of charging interest on drafts drawn against grain sold f. o. b. shippers track," respectfully reports that in treating of this proposition, Sec. Strong of the Illinois Grain Dealers' Assn., presented a report compiled from statements received from many country grain dealers in response to requests made by the Secretary.

In a summary of this report, it shows that on 284 cars of grain shipped to Chicago on consignment the average time on which interest was charged was ten days; average interest charge per car, \$1.04, and the greatest time on which interest was charged 26 days. The report on 183 cars of grain sold on track country stations shows the average time of interest charged 8 days; average interest charge per car, \$1.11, and the greatest time on which interest was charged 29 days.

Mr. Strong in his argument stated that it was the general opinion of the country grain dealers that, where grain was sold f. o. b. track country stations, the ownership of such grain followed the bills-of-lading, and, when drafts are paid with bill-of-lading attached the grain immediately becomes the property of the purchaser and the country seller is not responsible for interest charge.

That other markets to which the Illinois Grain Dealers are tributary, with the exception of St. Louis, do not charge interest and that the tendency of country dealers is to seek such markets as make no charge for interest on advances in the way of drafts with bills-of-lading attached.

Further, that it is impossible to shoulder this responsibility upon the farmer or the original seller of the grain, and also that, if Chicago continues in effect this seemingly arbitrary charge, other markets will also adopt the habit, stating that it is the custom of outside markets to follow the lead of Chicago, and, if possible, they desire to head off any such action on the part of those outside markets.

Mr. E. M. Wayne, President of the Illinois Grain Dealers Assn., who was present at the conference, stated that the country dealers were not directly opposing the interest charge on consigned grain, but it is the general opinion of country dealers that interest should cease on such shipments at time of inspection of the grain at Chicago.

In Sec'y Strong's report, it was shown that in a great many instances interest had been charged for several days after cars had been unloaded and weighed or, to be more explicit, Account Sales were not rendered for several days after Weight Certificates were issued and interest computed basis of time elapsing between date of payment of draft and the date of rendering account of sales.

Fully appreciating the efforts of the committees from the Grain Dealers Assn., and giving full consideration thereto, your committee after consulting a number of buyers located at Chicago, find that it is the general opinion where bids are submitted to country grain dealers on track at their stations, the intention is solely to move the value on the track at Chicago, deducting the freight from originating point of shipment in order to simplify matters for the benefit of the country dealer, and such transactions are almost universally based on Chicago weights or Chicago inspection or both of these terms.

While the title to property may pass when grain is unloaded or when buyer comes in possession of bill-of-lading, in giving due deliberation to terms of contract, we are of the opinion that the amount advanced is a loan negotiated by the country shipper from the buyer, such loss being collateralized by a Bill-of-Lading and should carry the current rate of interest.

Therefore, we cannot at this time recommend any change in the present rule; however, it is the opinion of your committee that the practice of charging interest after the date of unloading of grain as indicated by the Certificate of Weight, is not within the spirit or intention of the rules and should be discontinued.

Respectfully submitted,

Signed,

F. M. Bunch, Chairman.  
James Bradley.  
Edward Andrew.

Please notice that the Committee states that the practice of collecting interest after the grain had been unloaded "is not within the spirit or intention of the rules and should be discontinued." So that in the future dealers should look at the date of the Certificates of Weight to determine if there is any over-charging of interest. This is the point for which the Illinois Grain Dealers Ass'n has contended for the past year.

The matter of charging interest on sales made "shippers track" may be made the subject of further investigation; but, if interest charges cease at the date of unloading the charges will be reduced to such a small item in each case that there will be little cause for complaint. The country dealers complained more of the injustice of collecting interest after the grain had arrived in Chicago, been inspected and unloaded, than as to what it cost them.—S. W. Strong, Sec'y, Pontiac, Ill.

## Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the 10 months prior to November 1 amounted to 189,273,716 lbs., against 181,278,976 lbs. for the corresponding period of last year.

Exports of rice, rice bran, meal and polish during the 10 months aggregated 18,037,000 lbs., against 23,662,000 lbs. for the corresponding period of 1907.

Of foreign rice, rice flour, rice meal and broken rice we re-exported during the 10 months 6,566,372 lbs., against 8,017,707 lbs. during the ten months prior to Nov. 1, 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Seals as a Thief Catcher.

A country buyer for a Minneapolis line elevator, who until recently ran a Minnesota house has changed his location and occupation because—well, because he proved false to his employer's interest and assisted the night operator and a local drayman in disposing of stolen grain.

Whenever, he happened to load a car after the day freight had gone east, the night operator forgot to give the car to the night train, but never forgot to tell the drayman about it and always insisted upon resealing the car after the drayman had removed a load of grain.

The drayman dumped the stolen property into the sink at the elevator before daylight, and collected for his grain the next day. The proceeds were divided among the three and everything went well until the station was provided with seals numbered consecutively. Then the culprit was easily detected and the trio disgraced.

## Special Grain Shovel Rope

A marlin covered wire rope flexible as manila rope and much more economical.

Also Special Car Pulling Rope and Jupiter Transmission Rope

DURABLE WIRE ROPE CO.

BOSTON  
26-30 Atlantic Ave.

CHICAGO  
32 S. Canal Street

## NON-FREEZING SOLUTION

In Your Gas Engine Tank

SAVES TIME, MONEY AND WORRY

RHODES' CALCIUM CHLORIDE

dissolved in water will make a solution that cannot freeze at 27° below zero.

It will not rust or affect the engine in any way, and it is cheap and easy to handle. Tons of it were used last year with success. It is also good for fire barrels.

WRITE US FOR INFORMATION

James H. Rhodes & Company

No. 117 E. KINZIE ST., CHICAGO

## NO JAR OR JOLT

When You Have a

Reliance Automatic Dump Controller



The movement of the dump is smooth and slow. The controller is simple in construction, easily installed and requires no attention. Absolutely automatic. Study cut carefully and you will be convinced that this device is something you cannot afford to do without.

Hargreaves & Godel of Manhattan, Ill., write: "We have given the Reliance Dump Controller a thorough test and find them to be all you represent and a perfect dump controller."

Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

### Rank Carelessness in Issuing B/L.

The carelessness of the average station agent in issuing Bs/L is amazing even to shippers who occasionally make errors themselves. The wonder of the grain trade is that the free distribution of blank Bs/L does not lead to the more frequent forging of these valuable documents.

In a moment of exasperation and disgust recently J. B. Swearingen of Omaha said, "I have received Bs/L bearing no car numbers, and still others bearing the capacity of the car as a substitute for the car number. And yet I experienced no difficulty in getting the grain."

The shipper who accepts a B/L so lacking in the essential statements necessary to a perfect receipt for his grain unnecessarily places his interests in jeopardy. Why do they do it?

### Millers Will Resist Order Against Bleached Flour.

The nagging criticism by Northwestern millers directed against the United States Department of Agriculture has finally borne fruit. The ridicule heaped upon the Department's well meant efforts to introduce durum wheat evidently gained the millers no friends at court, for the decision by Secretary Wilson against flour bleaching was far more drastic than even the advocates of pure food had hoped.

It was thought the Secretary and the Board of Food and Drug Control would forbid the interstate shipment of bleached flour unless so labeled; but under Mr. Wilson's order the blondined product can not be handled even tho labeled, except in export trade.

To fight Secretary Wilson's order against bleached flour the millers are raising a fund of at least \$50,000 to be expended under the direction of the Millers National Federation.

Millers who confine their sales of the artificially whitened product to their own state will not be molested by the federal government.

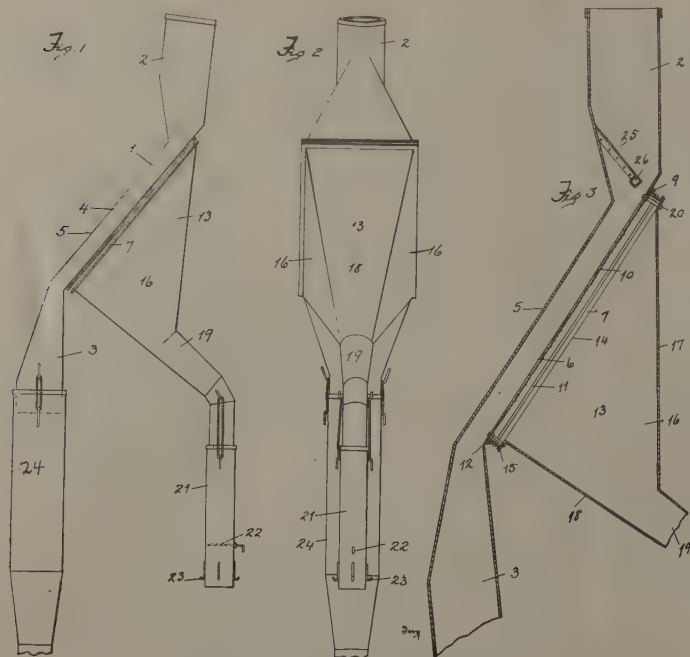
### A Combination Spout and Screen

Baltimore elevators are using a combination screen and spout attached to shipping spouts, which is said to remove much light dust and screenings. The spout, which is illustrated herewith, is the invention of H. E. Wack, of that city, and is so arranged that screens of different meshes may be inserted in order to screen grain of different sizes, and forms.

The spout tapers at the upper end of the screen and is flattened the entire length of the screen. This, in conjunction with a small apron above the screen, regulates the flow of grain over screen, keeping a thin stream spread out over the entire surface. As is shown in our illustrations given herewith, the screen is not very long, but the amount of screenings taken out show that it does good work.

The screenings removed often bring \$20.00 per ton, and the receipts from these sales, no doubt, are applied by the elevator companies to offset scaleage, loss in handling, and natural shrinkage.

The spout illustrated herewith is so arranged that all screenings can be readily sacked without any portion of that removed being scattered about the elevator by the heavy drafts passing thru the house. This removal of screenings and dust, especially from over-dried corn, greatly improves the quality of the shipment. The fall, after the grain has passed over screen, is so small that little grain is broken. This removal of the dust also improves the keeping quality of the grain in the vessel's hold and there is less likelihood of shipments getting hot.



Wack's Combination Spout and Screen.

## Seeds

This is a dull season in seeds but we have had a good business all Fall.—C. S. Burge.

New York exports last week were 3,371 bags clover seed and imports 27 bags. New York exports of timothy seed were 1,032 bags.

There has been more action in clover seed this month than for a number of years. The price is low and the trade seems satisfied.—E. W. D. Kuehn.

We added a buckhorn seed cleaner and pony engine to our seed department this fall. Farmers are still holding clover seed.—Geo. W. Moor, Letts, Ind.

Kansas' crops in 1908 as reported by F. D. Coburn, sec'y state board of agriculture, included 383,941 bus. flaxseed, 934,941 bus. emmer or speltz, and 3,945 bus. of buckwheat.

The Fredonia Seed Co. has been incorporated at Fredonia, N. Y., to deal in seeds. The capital stock is \$50,000 and the incorporators are Frank M. Roesch, Chas. P. Sampson and Sidney C. Roesch, all of Fredonia.

The Dec. trade in clover seed has been much larger than usual. Buyers who usually purchase their seed in Jan. were attracted by low prices. There were no shipments a year ago this month. This month the shipments of clover will be over 10,000 bags.—F. I. King.

The "hard" seed in samples of clover, sometimes amounting to 30 per cent is comparatively valueless if cannot be germinated. A method of germinating these hard seeds is said to have been discovered by Professor L. H. Bolley of the North Dakota Agricultural College, Fargo. Mr. Bolley will continue his tests for some months before announcing his method.

E. Brown, head of the seed laboratory of the bureau of plant industry of the Department of Agriculture at Washington, D. C., has been making a tour thru the west calling at the colleges and experiment stations in the several states investigating the work that has been done. He is acting also for the department of agriculture in calling a meeting of the men engaged in the seed testing work, which will be held in Washington the latter part of this month.

Fluctuations in the clover seed market continue small. Eastern and Canadian buyers have taken more than usual. The price has attracted them. Majority of farmers are still stubborn, but some are selling a little more freely. Holiday dullness may keep markets in a rut a while longer. Trade in January has been very light and there will be no January liquidation of consequence. March is the favorite month and the outstanding deals in that are larger than usual.—C. A. King & Co.

London, Eng., Dec. 7.—French red clovers sell freely on account of the tempting qualities offering. English reds are coming out slowly and finding buyers according to the qualities, which are various. American reds also on offer, but so far neglected. English and foreign whites continue lifeless in spite of reasonable prices. Alsikes in good demand, particularly in English and Canadian seed; prices very firm. Trefoils exceptionally good business in both English



and foreign seed at rising prices. In grasses French-Italian, Perennial, Irish-Italian, New Zealand and Cocksfoot, and meadow fescue all show good business at firm prices.—John Picard & Co.

While receipts of clover seed have been fair a small portion of it only comes on the market. This would indicate that the bulk of it had been hedged against before its arrival. Reports we get say that farmers are holding on as tight as ever. Some shippers say they have tried to buy seed at \$5 but farmers now want \$6 or more. The farmer will be influenced by the growing crop. He surely will hold on to a liberal supply if he sees that the next crop will be a short one.—J. F. Zahm & Co.

Toledo received during the week ending Dec. 19 3,524 bags of clover seed and shipped 4,528 bags, against 563 bags received and 355 bags shipped during the corresponding week of last year. So far this season receipts have been 83,704 bags, against 17,300 last season, and the shipments 40,575, against only 2,450 a year ago. Receipts of alsike for the season have been 5,981; against 2,340 bags for the preceding season.

A Missouri seed firm writes C. A. King & Co.: There is quite a large quantity of clover seed in Missouri, but our farmers are not disposed to sell at prevailing market values. We sent one of our men into three different parts of the state within the last two weeks. He found from 1,000 to 1,500 bushels in a radius of 10 or 15 miles in each section. He did not buy a bushel. Farmers are holding at \$6.00 to \$6.50 for seed just as it comes from the thresher. We are buying our supply in the eastern market. Our farmers will hold their seed until spring unless they get their price."

Chicago received during the week ending Dec. 19 1,189,489 lbs. timothy seed, 238,800 lbs. clover seed, 693,000 lbs. other grass seeds and 149,400 bus. flaxseed; against 277,700 lbs. timothy seed, 76,000 lbs. clover seed, 185,000 lbs. other grass seeds, and 12,000 bus. flaxseed during the corresponding week of 1907. Shipments for the week have been 623,600 lbs. timothy seed, 150,400 lbs. clover seed, 542,700 lbs. other grass seeds and 300 bus. of flaxseed; against 419,000 lbs. timothy seed, 264,000 lbs. clover seed, 406,290 lbs. other grass seeds and 4,260 bus. flaxseed during the corresponding week of last year.

Toronto, Ont.—Early in the season the second growth of clover in the province of Ontario gave promise of a good yield, but the dry weather prevailing from the middle of August until the latter part of September forced many farmers to turn their cattle upon the fields reserved for clover seed. The midge was more prevalent than usual, and did much injury to the heads. While a few speak of large yields of seed, the general yield will be less than an average, although of good quality. Alsike did better than red clover, and lucerne or alfalfa is also well spoken of. Alfalfa, or lucerne, is rapidly coming into favor for hay and pasture purposes all over the Province. There has been a danger of pasturing too closely, but as farmers get better acquainted with its character and possibilities, more satisfactory results are expected.—C. C. James, Sec'y Ontario Bureau of Industries.

Our exports of seeds during the 10 months prior to Nov. 1 included 4,750,000 lbs. clover seed, 18,083,000 lbs. timothy seed, other grass seeds valued at \$291,900 and 1,395,500 bus. flaxseed;

against 2,107,300 lbs. clover seed, 14,418,000 lbs. timothy seed, other grass seeds valued at \$274,325 and 3,309,000 bus. flaxseed, during the corresponding months of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics. Imports of clover seed during the 10 months have been 14,705,947 lbs.; a considerable falling off from the importation of 23,225,600 lbs. during the corresponding period of last year. October imports were 799,015 lbs. against 1,487,000 lbs. during October, 1907. Of foreign clover seed we re-exported during the 10 months prior to Nov. 1 55,618 lbs.; against 30,000 lbs. during the corresponding period of 1907.

## Exports of Durum Wheat.

Exports of durum wheat for the year ending June 30, 1908, were about 2,000,000 bus. greater than for the preceding year, and more than three times the exports during the crop year 1906. Exports from Philadelphia in 1908 were 6,900,000 bus.; in 1907, 4,700,000 bus., and none in 1906. New Orleans exported about 300,000 bus. in 1906, nearly 600,000 bus. in 1907, and none in 1908. Galveston's exports, which came chiefly from Colorado, were about 100,000 bus. less in 1908 than in 1907.

One noteworthy feature is the increase in the quantity sent to northern Europe and the decline in shipments to Mediterranean ports. In 1907 the exports from the United States to ports in northern Europe were something over 4,000,000 bus., and to Mediterranean ports over 13,000,000 bus.; in 1908 the exports to northern Europe had increased to more than 10,000,000 bus. and the quantity sent to the Mediterranean was over 8,000,000 bus.

The principal market for durum wheat in the United States is Duluth, whence a large part of the exports is forwarded to the seaboard. Shipments from Duluth during the year ending June 30, 1908, were 23,000,000 bus., of which about 95 per cent was estimated by local grain men to be for export. At this rate the total exports forwarded through Duluth would have been 22,000,000 bus., the total exports from United States Atlantic ports as given in the above table are 21,254,649 bus., and allowance should be made for possible exports through Montreal and also for grain which left Duluth but had not reached the coast prior to July 1, 1908.

Receipts of durum wheat at Minneapolis during the twelve months ending June 30, 1908, were 7,898,120 bus., or 1,220,600 bus. more than for the corresponding period in 1906-7. In each of these seasons durum wheat constituted about 10 per cent of all the wheat received at Minneapolis. Grain inspectors at Chicago reported 909 cars (about 909,000 bus.) received at that market and 639 cars shipped during the year 1907-8; for the same period receipts at St. Louis and East St. Louis, as reported by inspectors, were about 190,000 bus. and shipments 47,576 bus.—Government Crop Reporter.

The uniform grades of the Grain Dealers National Ass'n have been endorsed by the Ohio Millers Ass'n.

A durum wheat flour mill of 400 bbls. capacity has just been placed in operation by the Atlantic Macaroni Co., of Long Island City, N. Y.

The Corn Merchants Ass'n of Hamburg, Germany, has notified members that after Jan. 1 all transactions must be based on the kilo system.

# WHY ELLIS DRIERS ARE SUPERIOR

1. Comes the nearest to nature's way in drying.
2. Does the work at a low temperature
3. Does the work at less cost per bushel for fuel used.
4. Will last a life time, made entirely of steel.
5. Made in sections, new units can be added any time; thus capacity can be increased as business demands.

## ELLIS DRIERS ARE SUPERIOR

That's the reason the largest grain interests use them and demand grain dried in Ellis Driers.

Ellis Driers can be bought in all sizes, suitable for the country dealer or the terminal elevator.

Let us know your requirements and we will show you how the Ellis Drier can make money for you.

## Ellis Drier Co.

747 Postal Telegraph Bldg.  
CHICAGO

## Patents Granted

**Combined Conveyor and Purifier for Grain.** No. 905,865. (See cut.) Aug. Fris-ter, Berlin, Germany. A plurality of gy-rating beaters strike blows on the lower surface of a chute of imperforate flexible material. A current of air is forced thru the chute.

**Sterilization of Grain by Fumigation.** No. 906,098. Jacob Block, Berlin, Germany. The grain is submitted to fumes generat-ed from a mixture containing substantial-ly 18 parts sulfur, 15 parts saltpeter, 15 parts resin, 15 parts sal ammoniac and 15 parts copper sulfate.

**Corn Crib.** No. 906,027. (See cut.) Chas. B. Hurst, Chillicothe, O. In the floor of the crib are a number of air passag-es having connection with an air flue in the central vertical hollow post open at inter-vals along its sides. The floor passages are open at their ends to the atmosphere.

**Bag Holder.** No. 906,794. (See cut.) Thompson D. Hall, Los Angeles, Cal. The rack comprises a supporting frame, a plu-rality of longitudinal shafts journaled in the frame, a number of supporting hooks mounted on the shafts, a transverse op-erating shaft journaled on the frame and gear connections between the operating shaft and the longitudinal shafts.

**Grain Door.** No. 906,060. (See cut.) Wm. H. McMachen, Superior, Wis. The lower edge of the door has a plate projecting in-to a groove in the sill. At the side edges of the door are grooves for the reception of beads on the outer sides of the stiles. Lev-ers fulcrumed on the stiles move the door longitudinally along the beads and force the projecting plate into the groove in the sill.

**Pea Separating Machine.** No. 906,168. (See cut.) Chas. F. Shumaker, Silver Creek, N. Y., assignor to Invincible Grain Cleaner Co., Silver Creek. One or more combs are arranged over a traveling sep-arating surface inclined transversely to its direction of movement. The combs have slender, spaced teeth terminating far enuf above the traveling surface to allow the thinner or flatter particles to pass. The teeth over the upper portion of the sep-arating surface are arranged closer together than the remaining teeth.

**Grain Elevating Machine.** No. 906,176. (See cut.) Edmund H. Westbrook and Louis Westbrook, Liberty, Miss. Grain and air are sucked into the inlet chamber and blown out of the outlet chamber. The grain sucked into the inlet chamber is car-ried into the outlet chamber on a perforat-ed screen permitting only the air to pass thru the fan. The same air is mixed with the grain in the outlet chamber and blown out. Means are provided to prevent the escape of air where the perforated belt passes from one chamber to the other.

**Car Mover.** No. 906,690. (See cut.) Ells-worth E. Chapman, Spokane, Wash. Two clamping plates are provided at their lower parts with offset portions and shoulders for engaging the rail; and the middle parts of the clamping plates are mounted to rock on two connecting bolts. Between the upper parts of the connecting plates slides a fulcrum plate pivoted to the op-erating lever. Depressing the fulcrum plate tilts the connecting plates.

## Christmas.

By E. W. Wagner.

We drop the mask at Christmas. Once per year we are "good fellows all."

Christmas stands alone—a period of cheer, warmth, friendship, celebration and joy.

Charles Dickens immortalized Scrooge and Scrooge immortalized Christmas, when he said: "I don't make merry my-self at Christmas, and I can't afford to make other people merry."

There is a taint of the early "Scrooge" in all of us, but at Christmas we become the rejuvenated Scrooge. We open our windows Christmas morning. No fog—no mist—clear, bright, jovial, stirring cold. Piping for the blood to dance to. Golden sunlight, heavenly sky. Sweet, fresh air. Merry bells—clang, clash! Glorious. Oh! Glorious!

Scrooge's final words are whispered by the wind.

"I'm as light as a feather—as happy as an angel—as merry as a school boy. A Merry Christmas to Everybody. A Happy New Year to all the world! Hallo! Whoop! Hallo!"

## Exports of Glucose, Corn Oil and Cake.

During the 10 months prior to Nov. 1 we exported 102,717,369 lbs. of glucose, 2,375,792 galls. of corn oil and 48,430,464 lbs. of corn oil cake, against 132,282,822 lbs. of glucose, 3,021,791 galls. of corn oil and 52,617,982 lbs. of corn oil cake ex-ported during the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Imports and Exports of Beans.

Beans and dried peas amounting to 1,937,188 bus. were imported during the 10 months prior to Nov. 1, against 293,124 bus. during the 10 months prior to Nov. 1, 1907.

During the 10 months prior to Nov. 1 we exported 247,416 bus. of beans and dried peas of domestic and 34,863 bus. of foreign origin, compared with 334,765 bus. domestic and 22,881 bus. of foreign origin exported during the corresponding months of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Grain Carriers

Kingston, Ont., handled 14,700,000 bus. of grain the past season by transship-ment into barges for Montreal.

The grain-laden steamer John Stanton, from Fort William, ran ashore recently at Iroquois Island, Lake Superior.

Duluth and Superior will have consid-erable grain storage space available in the 40 boats that have tied up there for the winter.

Spencer Kellogg's complaint against the New York Central's grain tariff has been dismissed by the New York Public Service Commission.

A line of road along the Deschutes River in Central Oregon will be built by the Oregon Railroad & Navigation Co. to tap a rich wheat region.

Buffalo shippers are concerned over the possibility that the foot and mouth embargo on hay and straw may be ex-tended by the government to shipments of grain to New England points.

Harriman need not answer questions by the Interstate Commerce Commission concerning dealings in stocks when no complaint has been made that law has been violated, decided the U. S. Supreme Court Dec. 14.

The Texas Railroad Commission has issued a circular warning shippers against misdescribing freight, especially cotton-seed meal in cars with grain or grain products, if billed as grain.

What is said to be the largest cargo of grain ever carried by a lake steamer was loaded recently at Fort William for Buf-falo on the steamer Boland. The ship-ment consisted of 453,237 bus. oats.

On the way to Buffalo with a cargo of clipped oats the steamer James E. David-son ran ashore Dec. 12 on the Canadian side east of Fort Gratiot light, in a blind-ing snowstorm. Ties released the vessel after lightering 50,000 bus. of the grain.

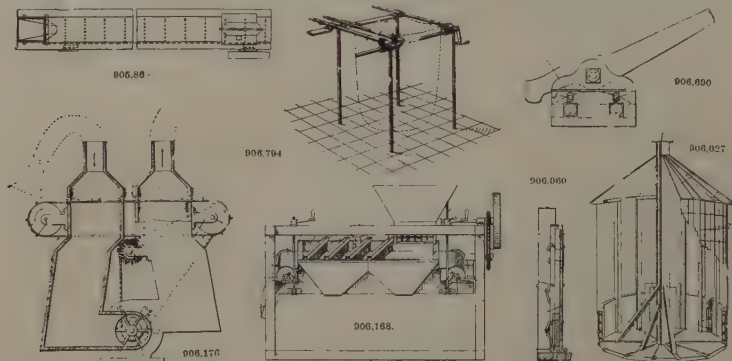
T. H. Bunch of Little Rock, Ark., pleaded guilty to 10 indictments for re-bating, but alleged only three offenses, as settlements were made on three oc-casions. The government has just filed a brief recommending the penalty be as-sessed on all 10 indictments.

A ship canal nearly 200 miles in length will extend from the sea to Baltimore when the dredging west of York split is done. The upper section of the chan-nel has been completed. The minimum depth is 35 ft. and the width 600 ft.

The law reporting company which sought to collect for a transcript of testi-mony in a grain case before the Inter-state Commerce Commission has lost its suit against the H. Poehler Co. of Min-neapolis, Minn., which was alleged to have contracted for the transcript.

In two days of December 36' vessels arrived at Buffalo with 4,500,000 bus. of grain, breaking all records. The winter grain fleet, numbering 56 steamers, crowds every dock, and 30 will lie out under the breakwater. Eight boats con-tain Canadian grain, and the total quan-tity afloat is 17,000,000 bus., the largest ever wintered at Buffalo.

We should have some control over new capitalization. We should have the Sher-man law amended so that the present traffic afloats can be legitimized. The Interstate Commerce Commission should





have the power to stay excessive increases in rates when complaint is made and I believe a law of that kind will be put upon the books within the next four or five months.—Interstate Commerce Commissioner Lane.

The complaint of the Elwood Grain Co. against the Great Western will be heard at St. Joseph Jan. 8 by Commissioner Prouty.

Cost of transportation on the great lakes last season was 8 mills per ton mile, and on the railroads of the United States 7.3 mills per ton mile.

To cover the cost of loading grain when forwarded via the Louisville, Henderson & St. Louis Ry. to any point, that road has granted elevators an allowance of  $\frac{3}{4}$ c per 100 lbs. on carload shipments originating at Evansville, Ind., and Louisville, Ky., effective Jan. 3, in I. C. C. No. 534.

Carload minimum weights of hay were left unchanged by the Interstate Commerce Commission in deciding the complaint by the Kansas City Hay Dealers Ass'n against the Missouri Pacific and other roads. The complaint was that the roads based their minimums on the length of the cars regardless of width and height.

An attempt by the Lackawanna road to charge demurrage on cars inconveniently placed for unloading has failed. Four cars of oats were held several days before switching to a second place and the road put in a bill for \$158 car service against the Van Winkle Grain & Produce Co., and brot suit, which has been decided in favor of defendant.

By consolidating all lumber schedules into one tariff showing all rates and charges from station of origin to final destination the Rock Island-Frisco lines have inaugurated a radical departure in tariff publication that will be greatly appreciated by shippers. Vice Pres. W. B. Biddle states that it is his intention to get out one grain tariff, one coal tariff, etc., for the Rock Island-Frisco lines. At present there may be more than a score of tariffs affecting the rate on one commodity.

Cartage of sugar from refineries to cars cannot be paid for by the railroad companies under a decision by the Interstate Commerce Commission Dec. 19. The same principle is applicable to the transfer of grain and some other commodities. The Commission holds: "It is not a part of the carrier's duty to bear the expense of transfer of goods from the shipper to the carrier. For carriers to undertake to compensate shippers for performing services which the shippers are legally bound to do for themselves is for the carriers to violate the act."

In the economical workings of our business time is the essence. A large steamer loading flour only would occupy probably five days, while the same steamer loading with grain could be dispatched at the most in two days, with a similar saving in time in the discharge. This feature must be taken into consideration for the more grain and the less package freight handled the quicker the dispatch to the steamers. It is difficult to always keep the net rates on the two articles on an exact parity, but looking over our record of carryings for the past twelve months, we find the rate left us after deducting handling charges and without any allowance for difference in stowage, has been greater on the wheat than on the flour taken for Baltic distribution. We think we are correct in stating that the miller concedes that the ocean carrier

is justified in making a lower rate on grain so long as the difference is not below the lesser cost of handling, taking into consideration also that a ton of grain stows in less space than a ton of flour.—W. G. Sickel, ass't gen. mgr. Hamburg-American Line.

At the hearing before the Railroad Commission of Wisconsin, held at Madison, Dec. 8th, of the complaint filed by commission merchants against the C. & N. W. railway protesting against the charging of freight on basis of the minimum weight of large cars furnished in cases where unable to furnish the size ordered, the road made no defense whatever, and an understanding was had to the effect that an order would be issued by the Commission authorizing the C. & N. W. railway to refund the excess charges on cars of grain where large cars were furnished at the railway company's convenience. Before such order is issued, however, all freight bills must be paid and the same filed with the Commission.—S.

The Illinois Central Railroad Co. has issued a bulletin to trainmen explicitly directing the movement of grain in preference to all other dead freight. When it becomes necessary to move grain in order to reduce tonnage trainmen are to pick up grain in each case. In no case must grain be "run" or set out short of destination, if possible to avoid it. When it is necessary to set out a car of grain because of a bad order car the conductor of the freight train must make a wire report to the nearest open telegraph station and send the same to the chief dispatcher. This report will give the car number, kind of grain in car, destination and the material required to make repairs. In this way the I. C. expects to avoid claims for damages.

Clauses in bills of lading forced upon shippers by carriers in most cases are pure bluff. The officials rely upon the ignorance of the average shipper in their endeavor to mislead him as to his rights and to help their claim agent to cheat him out of his dues. An example is afforded by the new west bound tariff from Atlantic coast points to points on the transcontinental lines, effective Jan. 1, 1909, which reads "The rates named herein are subject to the absolute and unqualified right of initial carrier to determine the routine beyond its own line." On this very point the Interstate Commerce Commission has already ruled that "Shippers may direct as to terminal routing or delivery of shipments, which are to go beyond the lines of the initial carrier and his instruction as to terminal delivery will be observed in routing and billing."

I have derived much pleasure and profit from reading the Grain Dealers Journal.—Harry Martin, agt. Minneapolis & Northern Elevator Co., Cando, N. D.

Corn is exported from Austria-Hungary only in small quantities. In 1907 the exports amounted to 3,300 tons, and on an average during the years 1902-1906, 20,020. The imports of corn, on the other hand, amounted to 111,760 tons in the year 1907, and for the years 1902-1906 to 317,020 tons. The export of corn from Austria itself is not worth mentioning. The corn crop in Austria on an average during the years 1903-1907 amounted to 451,000 tons; that in Hungary to 4,103,000 tons—about nine times as much. Corn is imported into Austria from Hungary, the amount in 1907 having been 517,000 tons.

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The Best in the Business because it is scientifically proportioned and will lay finer dust than any other machine made.

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"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71 $\frac{1}{2}$ % to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



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Cyclone  
1905"

Manufactured Exclusively by

**The Knickerbocker Co.**  
JACKSON, MICH.

## Books Received

**Life in Argentina.**—The experiences gained by John H. Hubback during a recent visit to the Argentine have just been published in a small book, written in an entertaining style and made valuable by well digested matters of fact. The chapters include "Wheat Cultivation and Stock Raising," "Grain Handling and Storage," "Railroads and Means of Transport," "Cultivation of Alfalfa, Maize and Linseed." The Corn Trade News, Produce Exchange, New York; paper, 48 pages; price one shilling.

**Alfalfa.**—A large proportion of the alfalfa seed sown in sections where alfalfa is not a staple crop has been practically wasted owing to the lack of understanding of the special requirements of the young plants. To point out under what conditions alfalfa will fall as well as those under which it will succeed is the purpose of a bulletin issued Dec. 11 and prepared by J. M. Westgate, in charge of alfalfa and clover investigations for the Bureau of Plant Industry, who describes the plant, its adaptability to various conditions, requirements for maintaining a stand, selection of seed, the use of alfalfa, its weeds, enemies and insects. In the southwest the mild winter makes it possible to seed wheat or barley in a stand of alfalfa after the last cutting and harvest it for hay the next spring with the first cutting of alfalfa. The presence of a crop of small grain during the winter months prevents the growth of troublesome weeds which sometimes almost ruin the first cutting of alfalfa. Farmers Bulletin No. 339; illustrated, 48 pages; U. S. Department of Agriculture, Washington, D. C.

**Report of Secretary of Agriculture.**—In his 12th annual report James Wilson, Sec'y of the Dept. of Agrl., covers the work of the Dept. for the year 1908, its bureaus and offices inside and outside of Washington, reports the yields of different crops during the past year and reviews the progress of agriculture in this country during the last 12 years. Sec'y Wilson's figures representing the farm value of the products of all the farms seem large at \$7,778,000,000; but actually are little in excess of \$1,000 for each of the 6,100,000 farms. For the first time, this year, the value of all farm crops totals \$5,000,000,000, and of this total the value of the corn crop is about one-third; wheat, hay, and cotton combined make more than another third; and the smaller crops the remainder or nearly one-third. Never before has the hay crop been so large in quantity, nor the rice crop, nor the sugar beet crop, nor beet and cane sugar production. The production of barley has been exceeded in only one former year, and cotton by only two years at the most.

Comparing 1887-1896 and 1897-1906, the production of corn per acre in Ohio and Virginia increased 18 per cent; of oats, 18 per cent in Indiana; of wheat, 16 per cent in New York, 46 per cent in Nebraska, 14 per cent in Maryland, 19 per cent in Virginia; of barley per acre, 14 per cent in Wisconsin; of rye, 2 per cent in Pennsylvania and 14 per cent in Michigan; of buckwheat 15 per cent in Maine and 22 per cent in Pennsylvania. In some states the increase in yields per acre during twenty years has kept pace with the natural increase of population. In Illinois the increase per acre for corn was 25 per cent and in Virginia 22 per cent; in Maine 32 per cent for oats; in Iowa 31 per cent for wheat, in Nebraska 37 per cent, in Maryland 23 per cent, and in Virginia 28 per cent; in Pennsylvania 39 per cent for rye; in Maine 40 per cent for buckwheat and in Pennsylvania 27 per cent; in Maine 54 per cent for potatoes; in North Carolina 23 per cent for hay, in Alabama 33 per cent, and in Oregon 35 per cent.

Mr. Wilson expresses his gratification at the success of the long-range weather forecasts a week in advance. The steps taken to prevent the spread of the foot and mouth disease by quarantine of cattle, hay and grain are described.

Of federal grain inspection Sec'y Wilson says: While many of the influential grain dealers of the country are working hard to bring about a more satisfactory and uniform system of inspecting and grading grain in the various markets, it is believed, as stated in my last annual report, that the end to be attained can be brought about only through National inspection of all grain entering into interstate and foreign commerce. Seven laboratories are now maintained outside of Washington, one at each of the following grain centers: Baltimore, Md., New Orleans, La., New York, N. Y., Duluth, Minn., Minneapolis, Minn., Chicago, Ill., and St. Louis, Mo. Numerous requests for the establishment of laboratories in other important grain markets have been received, but the lim-

ited funds available for this work rendered the opening of additional laboratories impossible.

Arrangements have been made with the North Dakota Agricultural Experiment Station for co-operative investigations during the coming year whereby a limited number of commercial classes and grades of wheat can be properly tested as to their milling and baking value. Milling and baking tests are matters of fundamental importance in connection with the investigations of the Bureau, in that standards for wheat grades are dependent almost solely on the quality and quantity of bread which can be produced.

As a result of work conducted by the Bureau, an electrical method for the rapid measurement of the moisture content of grain, requiring only two or three minutes for a determination, has recently been devised. This method can be used in cars and elevators and will doubtless prove of great value in connection with the grading of grain.

**Digest of Commerce Decisions.**—All that has been said or done by the federal and state courts and the Interstate Commerce Commission under the act to regulate commerce has been placed in accessible form in one volume by E. B. Peirce, commerce counsel of the Rock Island-Frisco Lines, embracing every decision from the date of its passage, Feb. 4, 1887, to Jan. 1, 1908. For reference, to find quickly and certainly any topic, the author has carried out three different classifications, by commodities, by localities and by rates.

Under the head of grain are found all decided cases in reference to rates on grain. In every instance the digest states what question, act or regulation was involved and, what was done by court or Commission. Also each point has been concisely stated the author has anticipated that some who may use the digest will not have at hand the reported cases, and has stated each paragraph with such fullness as to make reference to the reports in most instances unnecessary. It does not contain the views or opinions of the author, but the full history of every case.

In addition to the digest of cases the volume contains the act to regulate commerce, as amended, the Elkins act, the expedition act, act defining immunity, rules of practice before Commission, tariff circulars giving the administrative rulings and opinions, conference rulings of commission, the original act to regulate commerce, and its several amendments. While indispensable to lawyers engaged in interstate traffic matters and to railroad men the Digest is equally useful to grain shippers who desire to know just what are their rights and duties under the last word

of the courts. Published by Callaghan & Co., Chicago. In one volume of 1,205 pages, bound in buckram; \$8.

## The Country Grain Buyer as an Advertiser.

Country grain buyers do not often advertise in their local newspapers, except to make special announcements, such as the opening of a new elevator, or the advertising of a price higher than they can afford to pay. While giving their money, they seem determined to do a good job.

However, we are pleased to say that occasionally we find a firm with something of interest to say to the farmers. Reproduced herewith is the advertisement of a firm at Sheridan, Ind., which it is now running in local newspapers, to the profit of itself and the advantage of its patrons. The arguments are good and will surely have weight with every farmer whose horses have been frightened by the falling dump logs of the old-time uncontrolled dump.

Every man's business has some good talking points which he can well afford to say out loud. If he tells it to the farmers, it will have influence with them; but if he keeps it to himself, he cannot hope for any results.

### Exports of Breadstuffs.

Our exports of breadstuffs for the ten months prior to Nov. 1 included 5,495,957 bus. of barley, 30,461,841 bus. of corn, 1,046,549 bus. of oats, 2,694,142 bus. of rye, 86,766,137 bus. of wheat and 11,734,229 bbls. of wheat flour, compared with 4,943,072 bus. of barley, 77,693,768 bus. of corn, 1,587,302 bus. of oats, 1,066,331 bus. of rye, 72,706,638 bus. of wheat and 13,828,563 bbls. of wheat flour for the corresponding ten months of 1907. The total value of breadstuffs exported for the ten months was \$170,293,513, against \$177,194,318 for the corresponding months of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

# Attention Farmers!

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## A DUMP CONTROLLER

It dumps your load with perfect ease, there is no danger of frightening your horses from the racket or jar of the dump, no danger of breaking coupling poles, hounds or axles, a fine thing for the farmer. Come and see it and be convinced. When you dump one load on it you will not dump on the old dump any more.

## Smith & Inman.



## Supreme Court Decisions

**B/L Defined.**—A bill of lading is an instrument issued by a carrier to the consignor, consisting of a receipt for the goods and an agreement to carry them from the place of shipment to the place of destination.—*Whitnack v. C. B. & Q. R. Co.* Supreme Court of Nebraska. 118 N. W. 67.

**Check "In Full to Date."**—Acceptance of a check on which the drawer had written the words "in full to date" did not preclude the payee from showing, by evidence from another quarter, the existence of a different intent from that which the words indicated.—*Dove v. Fansler*, Kansas City Court of Appeals, Missouri. 112 S. W. 1009.

**Restraint of Trade.**—A contract that if defendant would buy coal of plaintiff at wholesale, and retail it at a specified point, plaintiff would not sell to any other dealer at that place, was not void as in restraint of trade and against public policy.—*Superior Coal Co. v. E. R. Darlington Lumber Co.* Supreme Court of Illinois. 86 N. E. 180.

**Grain Buyer Liable tho Landlord and Tenant Contract is not Recorded.**—The stipulation in the farm contract reserving title to the crops in plaintiff did not constitute a chattel mortgage; hence the filing of such contract was unnecessary as against innocent purchasers of the grain, following *Angell v. Egger*, 6 N. D. 391, 71 N. W. 547.—*McFadden v. Thorpe Elevator Co.* Supreme Court of North Dakota. 118 N. W. 242.

**Fire from Locomotive.**—Where fire was communicated from defendant's locomotive to the house of O., and from thence spread to plaintiff's dwelling house and outbuildings, defendant's negligence in permitting the fire to escape was the proximate cause of the burning of plaintiff's buildings. *St. Louis S. W. Ry. Co. v. Wilbanks*, Court of Civil Appeals of Texas. 113 S. W. 318.

**Railroad's Liability for Fire.**—The liability of a steam railway company for damages resulting from its failure to keep its right of way reasonably clear of combustible materials likely to be ignited by passing locomotives is not defeated by the fact that the lands of the adjacent owner are in a similar condition.—*Atlantic Coast Line R. Co. v. Davis & Brandon*, Court of Appeals of Georgia. 62 S. E. 1022.

**On Delivery to Carrier Title Passes to Consignee.**—Where a shipment is delivered to a carrier, the presumption is that title then passes to the consignee, and the consignor cannot maintain an action for failure to deliver, in the absence of proof to rebut the presumption and show title in himself.—*Wertheimer v. Wells, Fargo & Co.* Supreme Court of New York. 112 N. Y. Supp. 1062.

**Measure of Damages for Breach of Contract.**—The damages for breach of contract to supply goods which may be purchased on the market is limited to the difference between the contract price and the market price at the place of delivery, unless it appears from the terms of the contract that some other damage is liable to result to the buyer from the failure of the seller to comply with his contract.—*Bushnell v. Geo. E. King Bridge Co.* Supreme Court of Iowa. 118 N. W. 407.

**Seed House on Right of Way—Railroad Liable for Fire.**—A person who stored cotton seed in a house erected on a railroad company's right of way under an agreement between it and a third person that such third person should not assign or underlet the premises, and that the railroad company should not be liable for loss by fire, without knowledge, actual or constructive, of such agreement, was not bound thereby.—*Hutto v. Seaboard Air Line Ry.* Supreme Court of South Carolina. 62 S. E. 835.

**Rates Under Jurisdiction of Interstate Commerce Commission.**—A shipper, seeking relief from unreasonable rates established for interstate commerce, is required by Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 397 (U. S. Comp. St. 1901, p. 3153), to primarily invoke redress through the Interstate Commerce Commission, which is vested with exclusive original jurisdiction to determine the reasonableness of rates fixed in an established schedule.—*B. & O. R. R. Co. v. La Due*, Supreme Court of New York. 112 N. Y. Supp. 964.

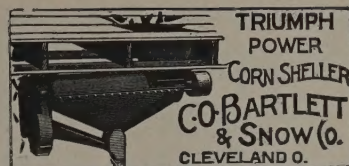
**Owner's Right to Recover from Warehouseman.**—One cannot recover from a warehouseman for conversion of goods where it does not appear that he was ready or willing to pay the charges for which the goods were deposited by a carrier, and was not identified and did not afford the warehouseman "a reasonable time to ascertain the validity of the adverse claim or to bring legal proceedings to compel all claimants to interplead," as provided by Laws 1907, p. 1711, c. 732, section 18.—*Zuber v. Mehrele*, Supreme Court of New York. 112 N. Y. Supp. 1093.

**Passage of Title on Sale f. o. b.**—In the absence of agreement or understanding between the parties as to terms of payment, the law presumes a sale to be a cash sale—that is, a sale conditioned on payment concurrent with delivery—and not a sale on credit, and a delivery in such case, f. o. b. car, as agreed, made in expectation of immediate payment, will not vest the title in the purchaser, and, if payment is not made, the vendor may repossess himself of the goods sold, and sell them to another.—*Berlaifsky v. Rosenthal*, Supreme Judicial Court of Maine. 71 Atl. 69.

**Arbitration.**—Where two arbitrators, with power to choose a third arbitrator on their inability to agree, heard the testimony of parties and disagreed, and then, without notifying the parties, appointed a third arbitrator, who met with them, and who was informed by them of the evidence, the award made by one of the original arbitrators and the third arbitrator, without notice to the parties and an opportunity to be heard, must be set aside.—*Bray v. Staples*, Supreme Court of North Carolina. 62 S. E. 780.

**Public Weigher's Rights Limited Under New Mississippi Law.**—Under Laws 1906, p. 269, c. 227, creating the office of cotton weigher, section 3 providing that nothing herein shall prevent any one from withholding his cotton from said cotton weigher, a cotton weigher has no right to restrain a warehouse company from having its cotton weighed by a private weigher, as this is a matter between the cotton weigher and his customers; nor can the cotton weigher maintain a suit on the ground that he has sustained damage by reason of the action of the warehouse company in urging the public to withhold its patronage from him.—*W. D. Miller, Public Weigher, v. Winston County Union Warehouse Co.* Supreme Court of Mississippi. 47 South. 501.

**Injury at Vessel Loading Chute.**—Plaintiff was employed by a firm of stevedores to assist in loading a vessel with wheat. It was the duty of defendants' servants to bring the wheat in sacks to the side of the vessel and throw the sacks into a chute. As the loading proceeded, the chute leading from the dock became steeper, owing to the gradual sinking of the vessel. To reduce the speed, "riffs" were placed crosswise the chute by the stevedores, who had the authority to order defendants' servants to stop throwing the sacks into the chute, or throw them more slowly, if such order was necessary. Plaintiff stood on a ladder to place a rifle. While he was on the ladder, defendants' servants negligently placed a sack of wheat so close to the edge of the chute that it knocked down the ladder, causing plaintiff to fall. Held, that it could not be said, as a matter of law, that defendants' servants, for the purposes of the negligent act charged, were loaned to and under the control of the stevedores.—*Wm. Stewart v. Balfour, Guthrie & Co.* Supreme Court of Washington. 98 Pac. 103.



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**+ FUMA =**

Live weevil plus a little Fuma equals dead ones every time

**Fumigate Your Elevators and Mills With FUMA**

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums  
Send for printed matter

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Manufacturing Chemist Penn Yan, N. Y.

**May 1909 WHEAT**

Those desiring some highly interesting comments and data respecting May 1909 WHEAT, should write me at once.

**E. W. WAGNER**  
99 Board of Trade CHICAGO

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**TULLAR ENVELOPE CO.**

Successors to  
**HOWE ENVELOPE CO., Ltd.**  
303 Congress St. West, Detroit, Mich.

**RATS & MICE EXTERMINATED SCIENTIFICALLY**

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**Pasteur Vaccine Co. Rat Virus**  
Non-Poisonous—No Odors

The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.

**MOURATUS**—Gelsin Form, 50 and 75c.  
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## Supply Trade

The P. H. Pelkey Construction Co. has purchased a Hall Signaling Distributor for installation in an elevator at Lindsborg, Kan.

C. M. Seckner, who has been identified with elevator construction work for a number of years, and Fred Friedline, the well known designer and builder, have consolidated their interests under the firm name of Friedline & Co.

We have made but one improvement in our loader for some time and that is an improved fan, 6 flight. Our advertisement seems to be doing good work, as we are having a good trade and more inquiries than ever before.—The Ideal Car-Loader Co.

The Younglove Construction Co. is building a storage warehouse. It will keep on hand a full line of elevator machinery for quick shipment. The company reports a very satisfactory business in elevator supplies and believes that its policy of supplying "quality" machinery will win an increasing trade.

The mails are loaded with calendars and the firm, person, or corporation which does not receive one from some source during the holiday period is either dead or too modest to make themselves known. Among the thousands being distributed are some works of art. The Union Works is sending its friends such a calendar. A beautiful picture entitled, In the Scotch Highlands, taken from the famous original by Wm. Watson, adorns the calendar.

The York Foundry & Engine Works is building a commodious brick office building at York, Nebr. A large, well lighted general office with fire-proof vault and all modern conveniences, also a handsomely furnished private office, will be provided.

W. C. Henning, president of the Durable Wire Rope Co., called at the Chicago office Dec. 14. He found that the business of the Chicago branch for Nov. was the largest in the history of the company; the general average for the year will be higher than last. The special marine covered shovel rope is giving excellent satisfaction.

A. H. McDonald, the gas engine man, Monroe St., Chicago, has been scouting about the country looking up gas engines. He was particularly fortunate in getting quite a number at a very reasonable rate and now Mr. McDonald says he is going to make the grain dealers who need gas engines a Christmas present by selling the engines, all of which have been overhauled, at reduced prices.

The boys in the office of the Ellis Drier Co. put their heads together and made a fine working model of the Ellis drier. The drier is operated with a small motor. The principle of the large drier is clearly illustrated with this model, and interest in grain drying will be stimulated among dealers who see the miniature machine at work.

The grain dealers are continually tending toward time savers. It has not been long since the Multiplex Electric Thermometer Co. announced that it was ready to equip bins with an apparatus which would connect the bottom of a bin with a register in the grain dealers office where by he could tell at a glance the tempera-

ture of the grain in bins; now the Hoepner Scale Co. has installed an automatic scale in an elevator, and electrically connected it with a counter in the office, so the shipper in his easy chair can watch the car as it is being filled and give instructions as his notion dictates. It is a wonder that the pioneers of the sack and scoop shovel days do not rise from their graves and protest against the mechanical efficiency of modern times; inventions are robbing us of our brawn, but give us leisure to develop brains.

H. W. Caldwell, president of the H. W. Caldwell & Son Co., died at Redlands, Cal., Dec. 22. Mr. Caldwell had been in ill-health for a long time and was residing in California, in hopes of being benefited. Mr. Caldwell is probably best known among the elevator trade as the inventor of the spiral grain conveyor. The firm which he organized and promoted is one of the largest manufacturers of conveying and power transmission machinery in the world. He was born in Bath County, Ky., July 20, 1843, served during the Civil War as lieutenant of Co. B, Tenth Ky. Cavalry, and was a prominent man in G. A. R. circles. He is survived by two sons, Frank C. and Oliver N. Caldwell, who have charge of the business of the company, and two daughters, Julia C. Caldwell and Mrs. D. M. Swobe. The body was brot to Chicago for interment.

Linseed oil cake amounting to 542,124,747 lbs. was exported during the 10 months of this year prior to Nov. 1, against 603,924,988 lbs. during the corresponding months of last year, as reported by O. P. Austin, chief of the Bureau of Statistics.

# PROFITS FOR POLICYHOLDERS

You are forced to carry insurance; when you borrow, an insurance policy must accompany the collateral, your banker will demand a policy on which a loss can be collected.

In placing your insurance, you should know: 1st, Is the Company sound? 2nd, Will it pay its losses? 3rd, Is the cost reasonable?

The Millers' National Insurance Co. is managed in the interests of its policy holders, each policy pays a profit to the insured. During 1907 an assessment of only 6½% was made for the year or only 32½% of the annual rate, equal to a profit or saving to policy holders of 67½% on the basis of a cash premium for the rate charged.

It is up to you to investigate.

Cash Assets .....\$1,357,583.18  
Liabilities .....474,477.91  
Net Cash Surplus .....883,105.27

Risks in force Dec. 31, 1907 .....\$40,340,770.96  
An increase during 1907 of .....4,477,949.99  
Losses paid since organization .....5,624,753.10

ADDRESS:

## MILLERS' NATIONAL INSURANCE CO.

CHARTERED 1865

No. 205 La Salle Street, CHICAGO, ILLINOIS

OR NEAREST AGENCY MANAGER

{ CHAS. H. RIDGWAY, Kansas City, Mo., Southwestern Agency.  
I. N. JUST, Seattle, Washington, Pacific Coast Agency.  
H. M. GILES, Minneapolis, Minn., Northwestern Agency.



# Fire Insurance Companies

ORGANIZED 1883

## The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

ORGANIZED — 1907 — INCORPORATED

## Western Grain Dealers' Mutual Fire Insurance Association,

Des Moines, Flynn Bldg., Iowa

Insures Elevators, Warehouses and Contents Exclusively.

Correspondence solicited.

Geo. A. WELLS, Secretary.

## Millers Mutual Fire Insurance Association of Illinois

ALTON :: ILLINOIS

Wrote \$9,897,311.23 Insurance last year  
Paid \$116,523.11 in losses last year  
Added \$20,545.96 to surplus last year  
Assessed only 40% of basis rates last year

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force - \$13,551,441.39  
Face value of notes - 1,701,351.80  
Cash Assets - - - 338,088.85

GEO. POSTEL, Pres.  
A. R. McKINNEY, Sec.

Chicago Agent:  
M. W. FUGIT, 740 National Life Building.

### THE OLD RELIABLE



ORGANIZED 1894

LANSING-MICH.

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

Established 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. (Inc.)

Elevator and Grain Insurance at Actual Cost

E. A. BROWN, Pres. V. E. BUTLER, V.-Pres.

B. P. ST. JOHN, Treasurer.

For rates, etc., address

E. H. Moreland, Sec'y, Luverne, Minn.

## Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa

Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets ..... \$266,243.81  
Losses Paid ..... \$1,339,403.60  
Saved to Policy Holders ..... \$1,752,149.12  
J. G. SHARP, Secretary



## Grain Values

vary in country elevators. Fire insurance should also vary according to the value on hand. The



INDIANAPOLIS, IND.

makes the cost on permanent grain insurance at the actual cost for country elevator protection. Where insurance is needed for a short time only a definite low cost per month is made which is a large saving from the short rates of other companies. For our rates write

C. A. McCotter, Sec'y

## Grain Shippers' Mutual Fire Insurance Association

IDA GROVE - - IOWA

Risks in force	\$8,927,000.00	Dividends on the basis of 80% cost.
Admitted assets, Dec. 30, 1907	50,197.76	We write Fire, Lightning and Tornado Insurance for the Grain Trade.
Total liabilities	4,735.00	
Net assets, Dec. 30, 1907	\$45,462.76	

F. D. BABCOCK, Secretary

## Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

## Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.





Some Points  
Regarding  
the Day  
Dust Collector  
and Dust  
System to  
Bear in Mind

It secures a higher grade of grain and saves more of it.

**THE DAY COMPANY**

1118-26 Yale Place

Minneapolis, Minn.

FOR the best of satisfaction  
consign your Grain to  
**S. C. Bartlett Co., Peoria, Ill.**

## Webster Machinery FOR HANDLING GRAIN



Floating Transfer Elevator erected for the Girard Point Storage Co., Philadelphia. (See page 825 of this issue.)

We Design, Manufacture and Install  
Complete Equipments to suit all conditions

**WEBSTER M'FG CO.**

Eastern Branches:  
88-90 Reade St., New York  
Pennsylvania Bldg., Philadelphia

MAIN OFFICE AND WORKS:  
1075-1111 W. 15th St., Chicago

## During the Year 1908

WE RECEIVED a splendid business from elevator operators because they recognize the merits of Weller-made machinery. We added many new customers to our large list of patrons. We placed a number of new devices upon the market, including a power shovel; friction clutch; belt conveyor; and some new designs in spouting and turn heads. We published a handsomely illustrated catalog which has been demanded by the thousands.

## During the Year 1909

WE EXPECT TO STAY in the forefront as manufacturers of Elevating, Conveying and Power Transmitting Machinery. We have merited patronage because our machinery is recognized as Standard everywhere grain machinery is used. We have received increased orders because we believe in pleasing every big or little buyer.

FOR 1909, we believe the year will be a happy and prosperous one to Grain Dealers and we wish it so. During the holiday season all we ask is that you remember, when needing machinery, that we can equip your elevator from pit to cupola, than send us your order.

**Weller Manufacturing Co.**  
**CHICAGO**